

EXCHANGE
Closing Quotations:—
T.T. London 3s. 3/8d.
On Demand 3s. 4d.

The Hongkong Telegraph

WEATHER-FORECAST
SHOWERY.
Barometer 29.57

(ESTABLISHED 1881.)

Copyright 1918, by the Proprietor.

July 24, 1918, Temperature 6 a.m. 76 2 p.m. 80
Humidity 96 91

July 24, 1917, Temperature 6 a.m. 78 2 p.m. 81
Humidity 94 85

8002 日七十月六

WEDNESDAY, JULY 24, 1918.

三拜禮 四廿月七英曆

SINGLE COPY 10 CENTS.
PER ANNUM.

REUTER'S TELEGRAMS.

THE GERMAN RETREAT IN FRANCE.

ENEMY FORCED BACK ON THIRD-RATE ROADS.

Allies Reach Main Lines of Communication.

London, July 24.

A Havas Agency message from Paris, dated the 22nd instant, says:—Following the re-crossing of the Marne by the Germans on Friday night, a victory was won yesterday when the Crown Prince's forces were compelled to retreat precipitately from Chateau Thierry, which city was recaptured by Allied troops at dawn. The region north-north-east of this place had been cleared to the extent of three or four miles.

Marching ahead with an even sequence of success indicating excellent organisation, the Allies again gained important stretches of ground, and, in addition to winning back Chateau Thierry, made a considerable advance on both flanks of the Soissons-Marne-Rheims salient. On the left, Generalissimo Foch's troops pushed well ahead astride the Ourcq and reached the Soissons-Chateau Thierry high road, the main link of communication for von Boehm's Armies, which will now have to rely on two or three third-rate roads a mile or so farther back. The main railway line of supply is also under fire. At many points the advance is several miles in extent, despite the tremendous and furious efforts of the Germans to hold. The value of this success will be more apparent with the development of the operations.

On the right, between the Marne and Rheims, the Allies met fierce opposition from troops told off to avert the complete disaster that would befall the Crown Prince's Armies if the defence broke down on this flank, but nevertheless, the British, with French and Italian comrades, made an appreciable advance in the difficult country of Montagne and Rheims, especially in the Ardre valley.

In order to better realise the importance of the successes won by the Allied troops, it may be interesting to recall articles published in the German Press before the Allied counter-offensive. In the *Berliner Tageblatt* General von Ardenne emphasised the fact that there was no fear of the issue, and the establishment of the German south of the Marne might be considered definitive. The military editor of the *Deutsche Tages-Zeitung* stated that the French must definitely give up the hope of making the German troops re-cross the Marne. The German papers must to-day regret publishing such articles, which prove that the Imperial troops have suffered a severe defeat.

British Aerial Raids.

London, July 22.

Field Marshal Sir Douglas Haig reports:—There was hostile artillery activity south of Arras and east of Nieppe Forest. A strong west wind and low clouds on Sunday almost prevented flying, but on a small part of the front various targets were bombed, including a railway station. A direct hit was obtained on an ammunition train. Five hostile machines were brought down and four British machines are missing. Our night fliers were able to raid Bouilly front and dropped thirteen tons of bombs on railways at Seclin, Menin, Lille and Cambrai.

MORE BRITISH AERIAL RAIDS.

Much Damage Done by Our Airmen.

London, July 23.

The Air Ministry reports:—Our airmen dropped a ton of bombs on railway sidings at Lunas and attacked the Badische Anilin Factory. Many good bursts were observed. A large explosion was caused at a factory south-east of Zwickbrücken. We also bombed three aerodromes. Low-fliers hit and brought to a standstill five trains. We bombed and machine-gunned searchlights and anti aircraft guns. All our machines returned. On Monday an important powder factory at Rottwell was bombed, a big shed being hit, with the result that several others blew up. The fire was seen for sixty miles around. All the machines returned.

THE ALBANIAN FRONT.

A Dashing French Attack.

London, July 22.

A French Eastern communique says:—North of the Devoli our troops dashing carried the Austrian positions backed by the River Hells. We took one hundred prisoners.

EARLIER TELEGRAMS.

A HAPPY COINCIDENCE.

London, July 22.

The Admiralty reports that by a happy coincidence on the same day that the Allies drove back the Germans across the Marne the British destroyer *Marne* sank a German submarine.

THE SILVER MARKET.

London, July 22.

In the silver market there is small trade and small demand, the market being quiet. Messrs. Montagu's report says: The price is unchanged and the tone is robust. The Shanghai exchange has eased to 4/6.

AUSTRIAN CABINET RESIGNS.

Copenhagen, July 22.

A telegram from Vienna says the Austrian Cabinet has resigned. It is anticipated that Count Czernin will form a new Cabinet.

CZECHS SHOT BY AUSTRIANS.

London, July 22.

The "Times" Berlin correspondent says: The Austrians have summarily shot 300 Czechs captured on the Piave, who formerly belonged to the Austrian Army.

EARLIER TELEGRAMS.

THE GERMAN RETREAT.

How the Enemy was Hurled Across the Marne.

London, July 22.

A Havas message from Paris, dated 21st July, says: Just as his brilliant lieutenant Hutendorff, has been obliged to re-cross the Piave in disorder, Ludendorff has just re-crossed the Marne under the pressure of French troops. The first reason why the Germans lost the strip of ground stretching over 15 kilometres, which they had succeeded in occupying on the south bank of the river at the price of most costly sacrifices, is the Franco-American counter-attack on the right flank of the enemy between the Aisne and Marne. The advance made was sufficient to threaten the German lines of communication by rail and road and make the re-occupation of the hostile troops most difficult. Besides the series of local attacks, which, after checking the enemy advance, rendered the French masters of the heights dominating the German positions, continually exposed them to artillery fire. Finally, the steady activity of our batteries and aviation ceaselessly shelling the banks of the Marne at all places where the enemy threw bridges across made them untenable for the German divisions shut in on the left bank almost without communication with the great mass of the army. Since the 17th inst. no transport has been able to pass from one bank to the other. Unable to advance, their positions dangerously threatened on their right bank flank, pressed on the left, crushed by our shells, on the point of running short of food and ammunition, the divisions which had been destined to capture Epernay and Châlons had only one chance of escape left which was to beat a retreat. This they began on the night of the 19th-20th, but, attention being drawn to the clouds of smoke spread on the Marne to try to mask their movements, a terrible fire broke forth over their divisions. It was under a shower of shells, a rain of bullets from machine-guns, which broke down the bridges and covered both banks of the Marne with projectiles, the Germans losing in dead more than fifty per cent. of their effectives, that they were able to carry out their evacuation.

Mourning German Comment.

Amsterdam, July 22.

The "Vorwaerts" referring to the Allies' counter-offensive contains the following significant passages: "Victories in attack and defence have hitherto been the justification for the German people continuing to entertain strong hopes. What is now happening on the west front is assuredly calculated to bring those people to their senses who represented the German summer campaign of 1918 as a grandiose military promenade ending, with the complete destruction of the enemy. Despite all her victories Germany still fights against material and numerical superiority. Our initiative too has to be daily rewon and the hydra heads of the Entente reserves to be daily cut off. All our victories are the victories of a defender."

Outspoken Neutrals.

Stockholm, July 22.

For once the pro-German Swedish press does not attempt to minimize the importance of the Allied advance. Enormous headlines in the Stockholm "Dagbladet" and "Svenska Allmänheten" declare that the German reverses are increasing. The "Dagens Nyheter" carefully reviewing the position, says the German re-crossing of the Marne marks the complete relinquishment of the great offensive and admits failure. All the abortive explanations from Berlin cannot alter the fact and nobody will credit the statement that the German High Command has achieved its aim. On the other hand the importance of the success of the French counter-offensive cannot be estimated by territory won alone. The "elastic defence" which the Germans claimed as their speciality has been applied by the French in Champagne, whereas the Germans entirely forgot their own methods.

The "Times" correspondent at Santander says the failure of the German offensive has definitely affected Spanish opinion. Many avowed Germanophiles are beginning to waver.

The American Captures.

London, July 22.

An American communique of the 21st says: "Between the Aisne and Marne the day brought fresh successes the enemy being forced to yield bitterly contested positions. We have captured in the past few days over six thousand prisoners, over one hundred cannon and many trench mortars, and machine-guns."

Bitter Fighting Continues.

London, July 22.

Reuter's correspondent, at the French Headquarters, writing at eleven in the evening of the 21st says: The fighting at Montagne-de-Rheims was extraordinarily bitter. Highland and North County troops sent into the battle yesterday were again heavily engaged to-day. They further progressed, despite the masses of German reinforcements and captured Saint Euphrasie and Bouilly. Between the Aisne and the Marne our progress was more rapid. North of the Ourcq we crossed the Soissons-Chateau Thierry Road at several points, but the enemy is defending Soissons most obstinately. South of the Ourcq, where the enemy is pressed from the West and South by the French, who have crossed the river Rad, the retreat is still more rapid. The line now runs through the villages of La Croix, Griselles and Epils, meaning an advance of five miles from the West and three from the South. The French infantry stormed the heights east of La Croix and Griselles. We took in enemy positions south of the Marne 400 machine-guns and 30 cannon. It is evident that the enemy means to cling to the last to both flanks of the present line, straightening it if necessary. With his left in Montagne-de-Rheims and his right on the plateau above Soissons he could still present a formidable defensive front on great the plateau running south-east from the Aisne between the Vesle and Crise Rivers.

Absurd German Claims.

London, July 22.

Newspapers expose the absurdity of the German apologies for re-crossing the Marne and remark that the hurried and foolish attempts to disguise the disaster are the most significant and welcome signal that could be made from Berlin at this particular moment, for a grave defeat has been imposed on the enemy, who dare not, for both political and military reasons, contemplate failure. What mars the delightful theory that the Germans re-crossed the Marne because they had accomplished their purpose is the fact that the Crown Prince is fighting most furiously between the Marne and Rheims, ruthlessly sacrificing his rear-guards to prevent a rout. It is suggested that General Ludendorff's arrogant undervaluation of the Allied offensive powers is due to his belief of the nonsense recently published in Germany about General Foch and his reserves.

EARLIER TELEGRAMS.

THE GERMAN RETREAT.

Enemy Counter-Attack Smashed.

London, July 22.

A French communique states: The enemy at night-time restricted himself to counter-artillery work north of the Ourcq and between the Marne and Rheims, notably at Bois-de-Courtois and Bois-du-Boi. Between the Ourcq and the Marne we smashed up a powerful enemy counter-attack in the regions of Griselles and Benetgermain. We maintained our positions everywhere. Under the double pressure of the Franco-Americans operating between the Ourcq and Marne and the French, who crossed the river between Fosseoy and Chartres, the Germans were driven back beyond the line, Benetgermain to Montspere. Chateau Thierry is practically cleared northwards. Between the Marne and Rheims there has been a most violent battle all day, the French and British in conjunction with the Italians tirelessly attacking large enemy forces. We captured Steenphrasie and Bouilly and gained ground in the Ardre valley. The British in Courton and Roy woods captured four guns and four hundred prisoners, including eleven officers, of whom two were colonels. Despite a storm and low clouds on the 20th pilots felled eleven German aeroplanes. Franco-British bombers dropped six tons of bombs on bivouacs, convoys and concentrations. Aviator Fockel fell seven machines between the 16th and 18th bringing up his bag to fifty-six.

Field Marshal Sir Douglas Haig says: We gained ground on the 21st south-eastward of Hebuterne. We, in conjunction with the French, carried out a successful minor enterprise at night-time southward of Villers Bretonneux and captured a few prisoners and machine-guns. Our raiding parties entered trenches at night-time at Neuville Vitasse, Colonne-sur-Lys and northward of Bailleul and brought back prisoners. We repulsed a hostile raid on Bailleul.

Further Progress.

London, July 22.

A Havas message, dated Paris July 20, says: Despite fierce resistance the French and American troops continued to progress yesterday between the Aisne and the Marne, wresting from the enemy a large number of highly important positions. The count of prisoners and material is not yet complete and the figure given will be higher than that given in the communique when the exact number of captives from all sectors is known. Yesterday's gains were made in the face of a desperate defence by a powerfully reinforced enemy. After the first day's surprise the German Command rushed up bodies of reserves nightly to the danger zone, which spread out along the whole battle-front to stiffen the breaking line of badly battered divisions, reeling under the blows of the Franco-American troops, but even this array of fresh troops could not withstand the Allied onslaught nor could determined counter-attacks dislodge the Franco-Americans from the ground gained on Thursday. The plateau dominating Soissons on south-west, in the Soissons and Chaudun region, were firmly held, while on the centre of the Allied line a fresh advance of several kilometres is reported. On the right flank, the plateau north-west of Bonnes and the height north of Courchamps were brilliantly stormed and won. The operations on both flanks of the Marne salient, with their important results, have completely stopped the enemy's activity on the Marne and Champagne fronts. General Foch's move not only stopped the march on Epernay, but relieved the pressure on this centre for a brilliant counter-attack early yesterday. The enemy was hurled back a considerable distance. Progress was made also at several points north of the Marne on the Montagne Rheims front.

CAVALRY CHARGES AN AERODROME.

London, July 22.

The "Daily Mail's" correspondent at Valona, writing on the 17th inst. says that during the Italian advance in Albania 500 cavalry charged an aerodrome with drawn sabres. The astounded airmen and mechanics surrendered without resisting.

TIBET REVOLTS.

London, July 22.

The "Times" correspondent at Peking, writing on July 18 says that Tibet has revolted against the Chinese. As the Central Government is unable to finance the frontier forces it is impossible for the latter to withstand the Tibetan advance. An armistice has been arranged.

COTTON DEALINGS.

Clearing House System for Bombay.

Bombay, June 28.—The Bombay Government have issued a Press Note explaining the reasons which actuated the Government of India to issue rules under the Defence of India Act for regulating cotton contracts and the appointment of a Cotton Contract Committee in Bombay consisting of gentlemen holding leading positions in the interests connected with cotton trade. A member of the Indian Civil Service, Mr. G. Wiles has been appointed Chairman of the Committee with the view of having an independent officer without any previous connection with the trade. The rules have been enacted to meet a special occasion, and are temporary in character, and should be replaced by legislation to be brought forward at an early session of the Bombay Legislative Council, and it is hoped it will lead to the establishment of a permanent Central Cotton Exchange in Bombay. Mr. N. N. Wadia has proceeded to England to study the Cotton Exchange system in force in Liverpool, and it is hoped his labours will assist Government and the cotton trade in placing the cotton trade of Bombay on the footing desired by Government in the general public interest and by the trade itself.

A notification is issued by the Cotton Contract Committee under the Defence of India Rules vested in them, declaring that all cotton contracts for the 1918-19 crop (delivered in Bombay) shall be subject to the clearing house system. The conditions governing such contracts will be published before July 25th. No person is permitted to make or be a party to any clearing house contract except in the prescribed form. No contract will be legal unless placed by legislation to be brought forward at an early session of the Bombay Legislative Council, and it is hoped it will lead to the establishment of a permanent Central Cotton Exchange in Bombay. Mr. N. N. Wadia has proceeded to England to study the Cotton Exchange system in force in Liverpool, and it is hoped his labours will assist Government and the cotton trade in placing the cotton trade of Bombay on the footing desired by Government in the general public interest and by the trade itself.

VICTORIA THEATRE.

A Special Attraction.

Despite the inclement weather, a large audience assembled at the Victoria Theatre last night to see the new Pathe production, "Runaway Romney". This romantic drama, which gains additional interest from the fact that Mrs. Marion Davies, who plays the part of the heroine, is also its authoress, establishes by the beauty of its setting and its superb photography, a standard that it will be hard for future productions to live up to. The story is pure drama with but a single "stunt," and that a legitimate one. It narrates the adventures of Anita St. Clair, an actress, whose press agent in a wild endeavour to draw the limelight on his "Star," gives out to the press that she is the long-lost daughter of Theodore True, the Copper King; and of another charming little lady, the "Runaway Romney" of the title, who has passed the greater part of her life with a gang of gypsies. The story develops in a most interesting manner, and the enjoyment in following the theme is enhanced by the charming incidental music provided by the Middlesex quartette. The programme is being repeated to-night.

TSINGTAU INDUSTRIES.

Some Japanese Enterprises.

In his trade report for the past year, Mr. M. Tachibana, Commissioner of Customs at Tsingtau, says:—

Immediately after the capitulation of Tsingtau the uncertainty of the status of the port and the outcome of the world war kept all manufacturing enterprises in suspense. With the gradual settlement of the affairs in the port, however, much animation was shown during the year under review in building new factories and reorganising the old. The Dai Nippon Brewery Company, mentioned in the Trade Report for 1916, began to place their newly brewed beer on the market in May. The Kats Refrigeratory was engaged in supplying the American troops in Manila with frozen beef and the Russian troops with salted beef. The Sasaki Silk Filature, with a capital of Gold Yen 600,000, commenced operations in September. The Mukai Bone Powder Mill (G.Y. 30,000), the Shinabo Soap Factory (G.Y. 20,000), the Tsingtau branch of the Dairen Ice Factory (G.Y. 500,000), the Tsingtau Canned Goods Company (G.Y. 100,000), and the Towa Hardened Oil Company (G.Y. 200,000) have been turning out their products, but none of them has been working on a large scale as yet. The Tsingtau Flour Mill (G.Y. 500,000) placed their first output on the market in February 1918. The Naigai Cotton Mill (G.Y. 500,000), the Tsingtau Salt Refinery (G.Y. 500,000), the Okura Egg Yolk and Albumen Factory (G.Y. 100,000), and the Shantung Industrial Company (G.Y. 1,000,000) will be in operation in April 1918. The Shantung and the Tsingtau Match Factories (G.Y. 50,000 and G.Y. 300,000 respectively), the Tsingtau Egg Yolk and Albumen Factory (G.Y. 100,000), the Tsingtau Nut Oil Factory (G.Y. 500,000), and the Shantung Chemical Industry Company are vigorously pushing on their building work. Among Government enterprises the Tsingtau Electric Power Supply Station is capable of supplying 1,400 kilowatts, the Tsingtau Waterworks 4,000 tons per diem, and the Tsingtau Slaughter-house has accommodation for 250 head per diem.

NOTICES.

THE UNDERWOOD TYPEWRITER

"The Machine you will eventually buy."

HORNSBY-STOCKPORT
GAS ENGINES AND SUCTION GAS PLANTS.
OVER 10,000 IN DAILY USE.

HORNSBY OIL ENGINES.

AGENTS FOR:
THE EXPANDED METAL CO. LTD.
EXPANDED METAL FOR RE-INFORCED CONCRETE.

TANGY'S MACHINE TOOLS.

FRANCIS WEBSTER & SON.

FAIRBANKS, MORSE & CO.
All kinds of Machinery and
Engineering Supplies.

LIDGERWOOD MANF. CO.

SUTER HARTMANN AND BANTJEN'S
COMPOSITION CO. LTD. OF LONDON.
THE "RED HART" BRAND.
Anti-Fouling and Anti-Corrosive
Paints.

DOUGLAS & GRANT.

Rice Mills and Steam Engines.

AND VARIOUS OTHER MANUFACTURERS.

Quotations for any description of Machinery or Engineering Plant on application to
DODWELL & CO. LTD. Machinery Dept.

THE STANDARD LIFE ASSURANCE CO.

New Scheme for Children's Early Endowment.

Principal features: Small Premium, Liberal Surrender Value,
No Medical Examination, Return of Premium in the Event of Death,
and Numerous Options at the Age of 25.

WRITE FOR PAMPHLET AND FULL PARTICULARS TO
DODWELL & CO. LTD. Agents.

YALE CHAIN BLOCKS.

TRIPLEX, DUPLEX, & DIFFERENTIAL
TROLLEYS & TROLLEY TRUCKS.
CRANES &c.

SOLE AGENTS—

BRADLEY & CO., LTD. MACHINERY DEPT.

QUEEN'S BUILDING, CHATER ROAD, HONGKONG.

THE HONGKONG ROPE MANUFACTURING CO. LTD.

ESTABLISHED 1883.

MANUFACTURERS OF

PURE MANILA ROPE

8 STRAND
1 1/2 to 1 3/4
CIRCUMFERENCECABLE LAID
3 to 15
CIRCUMFERENCE4 STRAND
3 to 10
CIRCUMFERENCE

Oil Drilling Cables of any size up to 3,000 feet in length.
Prices, Samples and full particulars will be forwarded on application.
SHEWAN TOMES & CO. General Managers.

LE MOS.

BROOKE'S

FINEST

Lemon Squash.

SOLE AGENTS:

**CALDBECK
MACGREGOR
& CO.**

15, Queen's Road, Central.

Telephone No. 75.

YOUR NAME

Blank forms have
been sent to every known
address. Please fill same and
return to—

DOLLAR DIRECTORY CO.
P. O. Box 431.
or to **KELLY & WALSH**
Chater Road.

HONGKONG JAPANESE
MASSAGE ASSOCIATION.

WE beg to notify the Public that
we, the undersigned, being proper
and fully certificated Masseurs,
have this day formed the above
Massage Association.

Mr. U. SUGA & Mr. I. HONDA
Mrs. A. SUGA & Mrs. S. HONDA
54 Queen's Road Central.

METALS

of all kinds, especially for ship-
building and engineering work &
largest and best assorted stock
in the Colony.

SINCON & CO.
Established A. D. 1880
Hing Lung St. Phone 515.

NORTH BRITISH

AND

MERCANTILE
INSURANCE CO.,

In which are vested the shares of
**THE OCEAN MARINE
INSURANCE CO. LTD.**

AND
**THE RAILWAY PASSENGERS
ASSURANCE CO.**

The Undersigned AGENTS for
the above Company are prepared
to ACCEPT RISKS against
FIRE at Current Rates.

SHEWAN, TOMES & CO.

Agents.

Yorkshire

Insurance Co., Ltd.

ESTABLISHED 1884.

The Undersigned AGENTS for
the above Company are
prepared to ACCEPT RISKS
against FIRE at Current Rates.

SHEWAN, TOMES & CO.

AGENTS.

Photos of 1918

RACE MEETING

also

The DERBY DAY CATASTROPHE

AT HAPPY VALLEY.

MEE CHEUNG

PHOTOGRAPHER

Ice House Street. Telephone 1013.

GREEN ISLAND CEMENT
COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 75 lbs. net.
In Bags of 450 lbs. net.

SHEWAN, TOMES & CO.
General Managers.
Hongkong, 16th August, 1918.

HOTELS AND CAFES.

THE HONGKONG HOTEL
AND
GRILL ROOM.

J. H. TAGGART, Manager.

THE PEAK HOTEL.

1,500 FEET ABOVE SEA LEVEL.

15 MINUTES FROM LANDING STAGE.

UNDER THE MANAGEMENT OF
MRS. BLAIR.

GRAND HOTEL.

A first-class and up-to-date Hotel, most central location within the vicinity of all the
principal Banks. Noted for the best Food, Refreshments, Accommodation and Cleanliness.
Cuisine under European Supervision.

A first-class string Orchestra renders selections from 1.30 p.m. to 11.30 p.m.

Special monthly terms for residents and for Shipping People.
For further particulars apply to— **W. BARKER,**
Manager.

Telephone No. 197. Telegraphic Address "COMFORT."

KING EDWARD HOTEL.

CENTRAL LOCATION.

ELECTRIC LIFTS AND LIGHTING.

TELEPHONE ON EACH FLOOR.

HOTEL LAUNCH MEETS ALL STEAMERS.

Tel. 373. Telegraphic Address: "VICTORIA"

J. WITCHELL,
Manager.

THE CARLTON HOTEL.

(THE ONLY AMERICAN HOTEL IN THE COLONY.)

ICE HOUSE STREET.

Under American Management.

Nice and quiet yet only a few minutes' walk from the Banks and Central
District. 43 Bedrooms. Excellent Cuisine. Scrupulously Clean. Moderate
Terms. Monthly and Family Rates on application to the Proprietors.

Telephone 812. MRS F. E. CAMERO

EUROPE HOTEL, SINGAPORE.

UNDER NEW BRITISH MANAGEMENT.

THE PREMIER HOTEL. FINEST SITUATION.

EXCELLENT CUISINE.

ARTHUR E. ODELL.

(Late Grand Hotel, Southcliffe, England and
Royal Palace Hotel, London, W.)

NOTICES.

YARDLEY'S

FINE OATMEAL SOAP

For the COMPLEXION.

It beautifies and preserves
the complexion, and may
be freely used on delicate
and sensitive skins which
ordinary toilet soaps would
irritate and coarsen.

The purest and finest of

Soaps, scientifically com-
bined with an Oatmeal
specially treated for the
extraction of its bland,
soothing, superfatting
qualities.

For the NURSERY.

A perfect Nursery Soap,
it soothes as it cleanses.
Its use enables Baby to
start life with a healthy and
beautiful skin and to main-
tain its beauty through-
out Youth to Age.

PRICES 6s. 6d. a Box of 3 Cakes.

TEL. 1877. COLONIAL DISPENSARY, 14, QUEEN'S ROAD CENTRAL.

DRAGON MOTOR CAR CO.

MOTOR CARS FOR HIRE & SALE.

PROMPT SERVICE.

Sole Distributors for South China and
Macao for the OVERLAND, HUDSON
and CHANDLER Motor Cars, and
the HARLEY DAVIDSON Motor Cycles.

KOWLOON BRANCH, 26, NATHAN ROAD, TEL. K. 226.

PROPRIETOR: C. LAURITSEN. Tel. 482.

MOTOR CARS

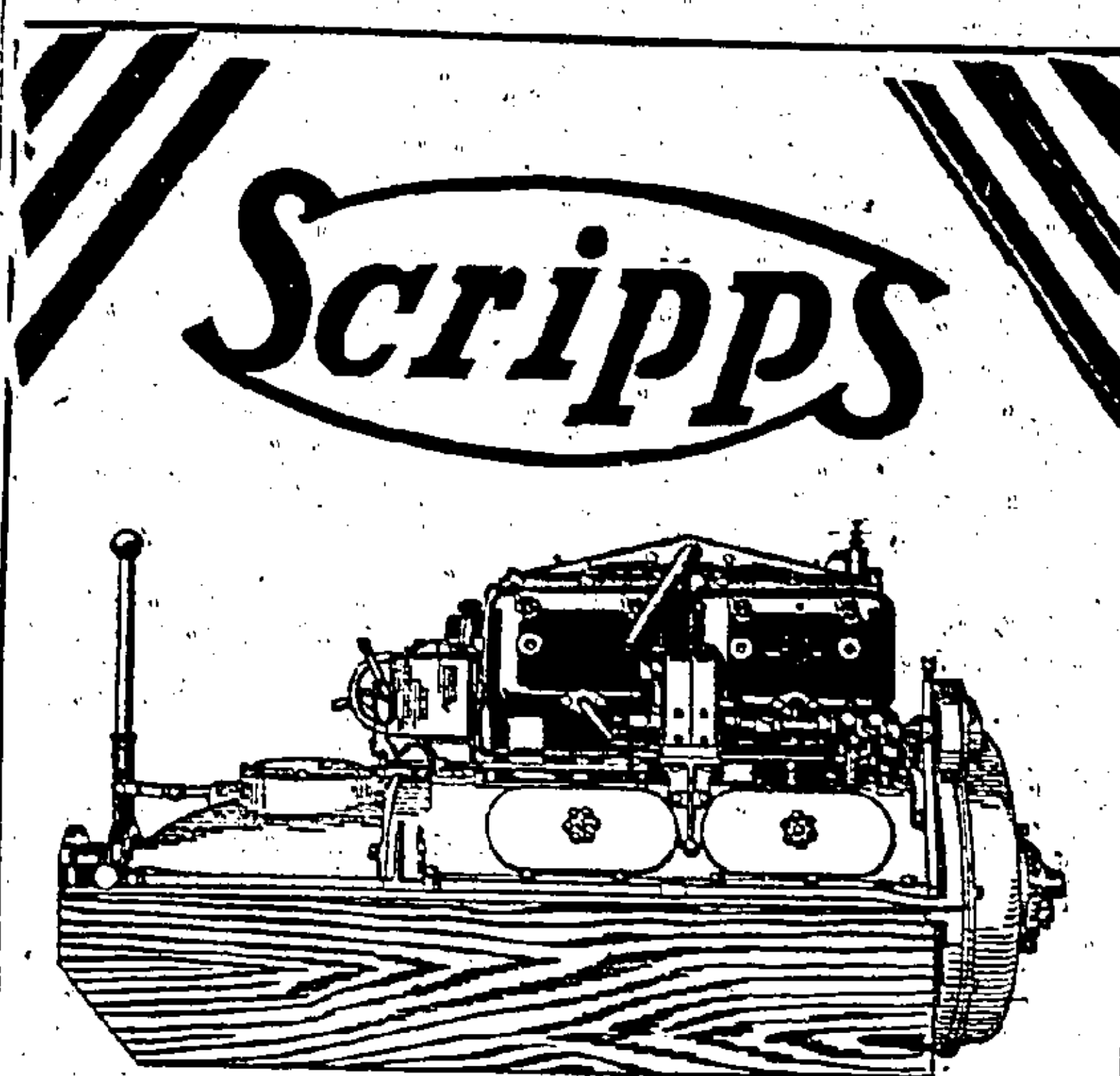
FOR SALE OR HIRE

ORDERS BOOKED IN ADVANCE. APPLY—
EXILE GARAGE.

TEL. No. 1063.

DES VUEX ROAD.

NOTICES.



27 H.P. SCRIPPS' MARINE MOTOR MODEL H.B.

Four cylinder 4-cycle motor
Only 5" wide exposed
Rehoboth carburetor
High tension magneto
Splash and force feed oiling
Paragon reverse gear

Reverse gear on same bed
Only 5" wide exposed
Flywheel 14" diameter
34 volt 10 ampere battery
Estimated black and grey
Complete equipment

A two-cylinder 14 h.p. SCRIPPS Marine Motor powered

a 35 ft. boat across the Atlantic in the summer of 1912.

ALEX. ROSS & CO.

4, Des Vaux Road Central.

Machinery Department.

Telephone 27.

NOTICE.

THE

LONDON DIRECTORY.

(Published Annually)

ENABLES traders throughout the
World to communicate direct with
English

MANUFACTURERS " & DEALERS.

In each class of goods. Besides being a
complete commercial guide to London and
its suburbs, the Directory contains lists of

EXPORT MERCHANTS

with the goods they ship, and the Colonial
and Foreign Markets they supply;

PROVINCIAL TRADE NOTICES

of leading Manufacturers, Merchants, etc.,
in the principal provincial towns and in-
dustrial centres of the United Kingdom.

A copy of the current edition will be for-

warded freight paid, on receipt of Postal

Order for 25s.

Dealers seeking Agencies can advertise
their trade cards for £1, or larger advertise-
ments from £3.

THE LONDON DIRECTORY CO., LTD.

5, Abchurch Lane, London, E.C.

NOTICES.

G. R.

Any European, Non-Asiatic or
Indian desiring to leave the
Colony should apply in person
at the Central Police Station
between the hours of 9 a.m. to
1 p.m. and 2 p.m. to 4 p.m. daily.
Applicants will be required to
produce Passports or identifica-
tion papers.

All persons with certain excep-
tions who remain in the
Colony for more than 7 days are
required to Register themselves
under the REGISTRATION OF
PERSONS ORDINANCE 1916.
Forms of Registration giving the
particulars required may be
obtained at the G. P. O. and at
all Police Stations.

The Penalty for non-com-

pliance is a fine not exceeding

\$50.

CAST IRON

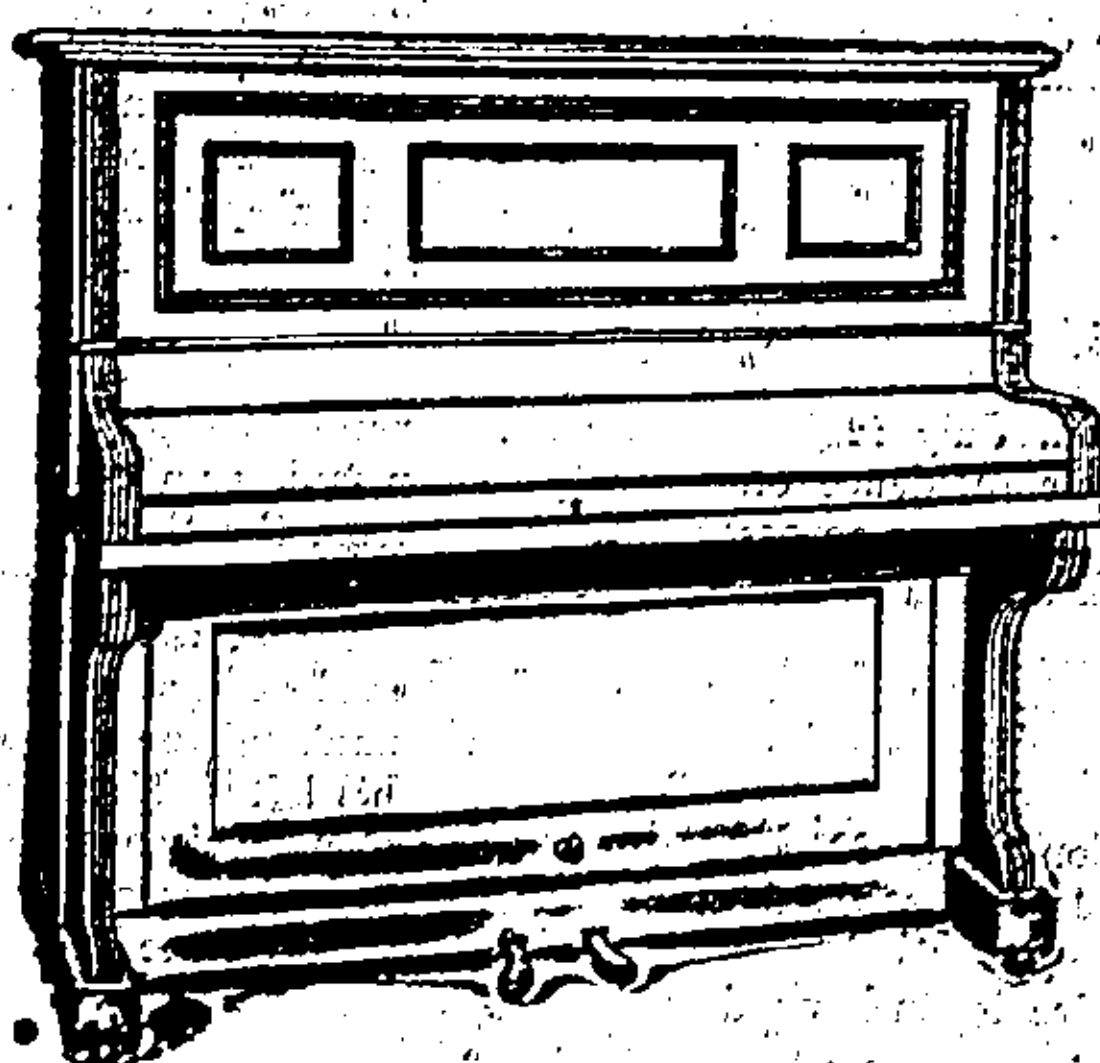
RAINWATER PIPES

AND FITTINGS.

FRANK SMITH & CO.

6, DES VUEX ROAD, CENTRAL.

TEL. 2090. HONGKONG.

THE
ROBINSON PIANO CO., LTD.

BRINSMEAD PIANO

ALL
BRITISH
MADE

GENERAL NEWS.

Vagrant Americans.

Two Americans, Harry Warner
and James W. Williams, charged
at Shanghai last week with
vagrancy and having no visible
means of support, were sentenced
each to serve three months and
one day in the penitentiary at
Bilibid, as they were unable to
provide bonds of P. 250 each
that they would remain diligent
for a year. They will be provided
with second class passages on a
mail steamer to Manila, and after
sentence was passed expressed
themselves as entirely pleased at
the opportunity to leave Shanghai.
The cases were tried before Mr.
W. A. Chapman, Commissioner
of the United States Court for
China, being his first case since
receiving appointment as Com-
missioner.

Shanghai Men At the Front.

Readers will be interested to
know (says the N. C. Daily News)
that W. N. Scott, who was
formerly with Messrs. E. D.
Sassoon & Co. and is now at the
front, has been promoted to Cap-
tain and is now in command of
the 174th Chinese Labour Corp.
He writes that he had recently
seen a number of Shanghai men,
E. G. Randall, P. W. Evans, V.
B. Liddell, Dew of Hankow, Bar-
ton, M. O. Jones, Peake, John-
stone of B-adley's, Horrobin, etc.,
all looking fit and well. He also
says that when Shanghai meets
Shanghai its worse than a
"Mothers' Meeting" and that his
chief hobby is growing peas with
an eye to duck and green peas
later on.

More Leisure for Workers.

Lord Leverhulme, in a lecture
to the Institute of Public Health
on after-war labour conditions in
relation to health, remarked that
it was sometimes said that "what
is leisure for the employer is
laziness in the employee," but
there must be leisure for both.
At present a man went to work in
the winter before it was light, he
worked throughout the daylight,
and when he got home it was
dark again, and he had time only
to rest for the next day's work.
All his wages were spent in
providing food, rent, and clothing
for the human machine to fulfil
this round of drudgery. And
there was no need for it, for
whenever the hours of labour had
been lowered industry had become
more prosperous and production
had been better and more
abundant.

Countess's Will Case.

The action of Lordale v.
Churchill and another, which
concerned the estate of the late
Emily Susan, Dowager Countess
of Londale, who died in July
last, came before Mr. Justice
McCardie in the Probate Court.
The plaintiff was the Earl of
Londale, and defendants Verena
Maud, Viscountess Churchill, and
Algernon St. George Oaulfield.
The latter propounded a codicil
made by testatrix on July 10,
1917, and a will of Nov. 28, 1912.
Plaintiff started the action with a
view to getting the codicil pro-
nounced against, and in the
counter-claim the defendants
propounded the codicil. The
plaintiff had now abandoned his
opposition to the codicil, and
defendants now proposed to prove
the codicil. His lordship pro-
nounced for the will and codicil.

Metal Taken from Heart.

There has been performed on a
soldier at Leeds Infirmary an
operation for the extraction of a
piece of shrapnel weighing one-
seventh of an ounce from the
anterior wall of the heart. The
patient, Private John Britland,
East Lancashire Regiment, was
wounded at Arras on April 11,
1917. He was admitted to the
hospital three weeks ago, and
X-rays established that he had a
piece of metal in the wall of the
heart. The patient, describing
his experience, said: "Another
soldier in the infirmary who had
had a bullet removed from near
the heart told me about his opera-
tion. It was put to me that if
the metal was left in I should
always feel discomfort, whereas
I might have the metal removed,
though I might die in the opera-
tion. I had not much doubt
about my choice, and after know-
ing what I know now I should
choose the operation every time."

SANITARY BOARD.

Some Interesting Matters Discussed.

There were several interesting matters raised at yesterday's meeting of the Sanitary Board, over which Mr. Adam Gibson, Head of the Department, presided.

The Estimates. The first question discussed was the passing of the Estimates for the year and on this Mr. C. G. Alabaster asked why no provision had been made for the cleaning of the various bathing beaches.

The Chairman replied that the cost of this work was so small that he did not think it merited being made a separate item. The beaches at Deep Water Bay and Repulse Bay were cleaned for a total cost of \$9. If it was the wish of the Board to have a separate item included for such a purpose it would easily be done.

After some discussion on the matter, Mr. Alabaster proposed that special provision be made for this work, and this was seconded by Dr. Ozorio and carried.

Poultry Depot. Dr. Ozorio raised the question of the new proposed poultry depot, saying he saw no mention of it in the Estimates, and to this the Hon. Mr. W. Chatham replied that the provision of such a depot would not appear in the Sanitary Department's Estimates. It would come under the head of Public Works Extraordinary, and the Public Works Estimates had not yet been completed.

Dr. Ozorio thought that the Board should know something of what was being done, for the matter concerned the public health of the Colony.

The Hon. Mr. Chatham said that the Board had no power to decide that matter. It could make recommendations to the Government, as it had done, but it had no power to spend the money.

The Chairman reviewed what had been done on the matter, saying that the recommendations of the special committee appointed had been forwarded to the Government. He did not think that the scheme had been finally approved.

Dr. Ozorio moved that the consideration of the Estimates be left over until a satisfactory reply had been received from the Government on the question of the poultry market, but after further discussion he amended this to deferring consideration of the Estimates until the next meeting of the Board, this being agreed to.

Staff Changes. Correspondence was submitted relative to the changes in the Sanitary Inspectors staff during Inspector Wiche's absence on leave, and Dr. Ozorio said that he saw in one section two inspectors were going to work, while other sections were short-handed. He asked if it were possible to get further inspectors.

The Chairman replied that Mr. Ligores, who had now been appointed an Inspector, would work with Inspector Lambie for the time being so as to gain experience. It was only a temporary arrangement and was, in the nature of an experiment. He thought that the Board could accept what had been arranged, for it was only a temporary expedient and something better would be arranged after the war.

The matter then dropped.

Ice Cream Vendors. The question of the licensing of ice cream vendors was next considered and on this Mr. C. G. Alabaster pointed out that the matter was referred to the Law Officers of the Crown some months ago. They were half-way through the summer now, and he asked why there had been such delay.

The Chairman replied that the Department had been very much overworked during the cerebro-spinal fever outbreak and owing to other things and it was only now that such side issues could be considered at all.

Mr. Hallifax asked if any particular disease had ever been traced to ice cream, for he did not think that the matter had been considered enough. The making of fresh regulations would entail a great deal of extra work, and he would like to know whether any disease had been traced.

The Chairman replied that he had asked for information on that

CORRESPONDENCE.

[The opinions expressed by correspondents are not necessarily those of the "Hongkong Telegraph."]

THE TAI O TRAGEDY.

[To the Editor of the "Hongkong Telegraph."]

Sir,—I feel it my duty to bring to notice some facts in connection with the affair at Tai O, fearing that they will be overlooked unless your widely-read paper brings them before the public eye. The facts have been gleaned by personal enquiry. They concern the assistance rendered by the coxswain of the steam launch Yew Sang, running from Hongkong to Tai O, and I trust that the Government will not forget what this man did.

It appears that the coxswain of the launch mentioned was off a Chinese village called Sha Lo Wan when he was hailed by a fishing boat and informed of the terrible affair which had taken place at Tai O. The coxswain was instructed by the Chinese detective and an Indian policeman who were in the fishing boat to proceed to Castle Peak Police Station and ring up Hongkong for help. Now the coxswain, having remembered seeing the Police launch anchored in Tung Chung Bay, at once proceeded in that direction, blowing his whistle the whole time and so informed the Police launch.

Now, I will admit that he did not do much, but still he was the means of saving the lives of the poor woman and child who were crouched on the verandah of the burning building praying for help to come. Now, if he had carried out his instructions and gone to Castle Peak for help it would have taken another hour, and after Hongkong had been informed it would have taken at least three hours for a launch to reach Tai O, and in the meantime had the Police launch, after leaving Tung Chung Bay, proceeded in the direction of Deep Bay (which water I am informed he has to patrol), the officer would have been quite justified in doing so, not knowing what was taking place at Tai O.

After one has visited the Station at Tai O and seen the small space left unburnt which meant life or death to the poor woman and child, I can assure you that another four hours would have sealed their fate. Now, sir, if the Government fails to recognise this little service rendered by the coxswain of the Yew Sang, perhaps you could be the means of starting a small subscription. I am certain there is not a man in the Colony who has a true heart, especially if he has a wife and child, who would begrudge a few cents. It would not take very much, say, to get a small gold watch and chain and present to him, for service rendered to the Police during the Tai O tragedy.

I am certain if these little acts performed by the Chinese towards the Europeans were recognised there would not be half so much of this "Mackeeism." Perhaps the Harbour Master can do something in the way of appreciation, for I hear that these coxswains come under his supervision. No one knows how welcome are these little launches unless one has been stationed out in the New Territory and out off from the outside world, for they bring the Sergeant his daily bread, his mails and his daily paper. The lot of the coxswains is not a happy one, for the launches run in all weathers, and they are but poorly paid.

Yours etc.,
HAD SOME.
Hongkong, July 23, 1918.

[We feel sure that the prompt and intelligent action of the coxswain will not go unnoticed.—Ed. H. K. T.]

subject, but that information had not been forthcoming. He thought it was purely a medical question and he could not give an opinion.

Mr. Hallifax agreed that it was a medical question and thought that they should have more information on the matter before they proceeded with it. He proposed that the question be adjourned until they had more information.

Mr. Ng Hon-tze seconded and the proposal was agreed to. The rest of the business was formal.

U. S. ARMY INSTRUCTORS.

America Sending Back Men from Front.

Washington, June 11.—One evidence of the fact that America is rapidly becoming a principal belligerent and less and less a pupil of Great Britain and France in military affairs is the constantly diminishing number of foreign officers stationed in the United States.

The General Staff has worked out a plan whereby American officers who have seen service in France will gradually take charge of the training of troops on this side of the water. Contingents of these officers already have begun to arrive. They will be replaced from time to time by others of later experience, and so on.

Until now, both Great Britain and France, have generously sent to the United States some of their best officers. But the changes in the fighting on the Western front have been such that even the British and French would replace their officers in the United States every few weeks. In many cases, the officers had been wounded and incapacitated for active service with their own armies. While, however, they were valuable as instructors, their own knowledge of American ways and customs was limited, and they could not prove as helpful as American officers undoubtedly will be, especially the American officers who already have taken American troops from the early stages of training to the fighting front and observed the points in which improvement can be made in the preliminary work on this side of the Atlantic.

For in the last few months the amount of trench warfare has been increased to such an extent that comparatively little instruction is necessary when American forces arrive in France. Except for the few weeks needed to acclimatise the new men, they are virtually ready for active service when they disembark. This policy has already borne fruit, for in the recent emergencies on the Western front American troops were sufficiently trained to become part of the Allied reserves practically on their arrival.

When Secretary Baker refers, therefore, to the fact that 700,000 American troops are now in France, it may be said that fully 500,000 can be brought into action if the situation should become so critical as to demand a full use of reserves. That is a substantial contribution to the Western front, and that is far in excess of what the most optimistic foreign observer believed could be done.

Of course, it is the marvellous cutting down of exports and imports by all the Allies that has given America the tonnage for troop transportation, and, as our forces are augmented, a greater amount of tonnage will be needed, not merely to keep up the gradual flow of troops for replacement of those lost, but to supply the increasing numbers on the other side. Our tonnage problem, indeed, has been only partially solved, and the necessity will become most acute when America has taken over a considerable part of the line, when her casualties are big, and the demand for more men to replace those killed and wounded becomes imperative.

Thus, the more training American troops can be given on this side of the Atlantic, the more time will be saved in the long run. The use of American officers in this work should prove very valuable, and the plan of the General Staff undoubtedly looks to the shortening of the period of training by methods which have been discovered on the other side to be suited to the American character and temperament.

American association, on the other hand, with the French and British officers incidentally will tend to become more intimate on the Western front, because of the way in which our forces have been brigaded with those of the Allies. Both the British and French, privately as well as publicly, say the "American

DAIRY FARM NEWS.

JUNKET

Cannot be excelled with tinned or fresh stewed fruit.

COULOMMIER CHEESE. COTTAGE CHEESE.

NOURISHING & IDEAL FOOD.

DEVONSHIRE CREAM

CAN ALWAYS BE HAD.

WE SUPPLY JUNKET TABLET ON APPLICATION.

NO SWEEPSTAKES.

Burma Government's Order.

The Hon. Mr. W. F. Rice, C. S. I., Chief Secretary to the Government of Burma, recently issued the following Local Government Circular No. 14 of 1918 in the Police Department:—

Orders regarding Club Sweepstakes and Lotteries, dated Rangoon, the 27th June, 1918. The attention of the Local Government has been directed to the fact that participation in sweepstakes and lotteries held by Clubs in Burma is not always confined to the members of the Clubs by which they are held. On the contrary, tickets for such sweepstakes and lotteries are often sold to the public through members of the Clubs, and sometimes even through non-members. The prevalence of this practice is probably to some extent due to misapprehension of the provision of the law and of the policy of Government as regards lotteries. Neither the law nor the policy is new. But as they appear to have been lost sight of in some cases it is desirable to recapitulate both. The law is contained in section 294A of the Indian Penal Code, which renders punishable (a) the keeping of an office or place for the purpose of drawing a lottery not authorized by Government and (b) the publication of a proposal to give any consideration contingent on the drawing of any ticket in a lottery not authorized by Government. The policy of Government is to regard the publication or lotteries by advertisement or otherwise as a distinctly mischievous practice, to which no encouragement of any kind should be given, and to refuse invariably all applications for permission to hold lotteries. As, therefore, no lottery is or will be authorized by Government, it follows that the publication of any sweepstake or other lottery, whether by advertisement, the sale of tickets to the public or otherwise, is and will continue to be punishable under the law.

The Lieutenant-Governor desires that it should be clearly understood that all Club sweepstakes and lotteries which are not confined to members of the Club, including visitors enjoying the use of the Club as honorary members, are thus definitely prohibited; and that the law will be set in motion against members of Clubs who conduct or abet any such lottery or sweepstake. Strict disciplinary action will also be taken against any Government servant infringing these orders.

officers and men are apt pupils, and nothing which happened on the Western front has given more encouragement to the military experts who value morale as highly as anything else than the manner in which the American troops have fraternized with the Allied troops. At the bottom of this, of course, is the deep-rooted admiration of the American for the sturdy Englishman and the brave Frenchman who have together borne democracy's load for nearly four years. Every day there is substantial proof of the efficacy of the unified command and unified organization of American, British, and French forces in the field as they strive for the common goal.

—New York Evening Post.

"I WILL."

American Red Cross Workers' Pledge.

The following has been issued by the American Red Cross, Hongkong:—

I will accept and steadfastly practise the doctrine of Washington—"To the interest of our country, all inferior considerations must yield."

I will adopt as my own the creed of Lincoln: "Let us have faith that right makes might and in that faith, let us to the end dare to do our duty as we understand it."

I will subscribe to the platform of Rufus Choate that "We join ourselves to no party that does not carry the flag and keep step to the music of the Union."

I will pledge myself to the principles of Webster: "Liberty and Union, now and forever, one and inseparable."

I will stand ready to make any sacrifice required of me towards the end that my country may be strengthened in "the great task remaining before us."

I will practise conservation in my business and in my home—gladly foregoing any comforts and pleasures not compatible with the common needs of the hour.

I will lay aside the hammer for period of the war and confine myself to constructive criticism, realizing full well that in a time like this the knocker is a public nuisance and a national enemy.

I will uphold at all times the honor of the United States and our Allies, making it my personal business to see that all enemy propaganda and anti-American sentiment are promptly and properly dealt with.

I will realise with the President that "The supreme test of the Nation has come. We must all speak, act, and serve together." And—toward that end.

I will pledge my money my strength, my life—all I have or ever hope to have—to the successful prosecution of this war; that "This nation under God, shall have a new birth of freedom; that government of the people, by the people, for the people shall not perish from the earth."

TO-DAY'S ADVERTISEMENTS.

WANTED.

WANTED.—A TEMPORARY CLERK for work in a Military Office at Hongkong. Must be experienced in accounts and registration of correspondence. For particulars apply in person to the Officer Commanding Army Service Corps, Headquarters Offices, Victoria Barracks, Hongkong.

FOR SALE.

FOR SALE.—CRUISER YACHT containing CAKIN with DINGY and numerous accessories. Price reasonable. Apply Box 1413 c/o "Hongkong Telegraph."

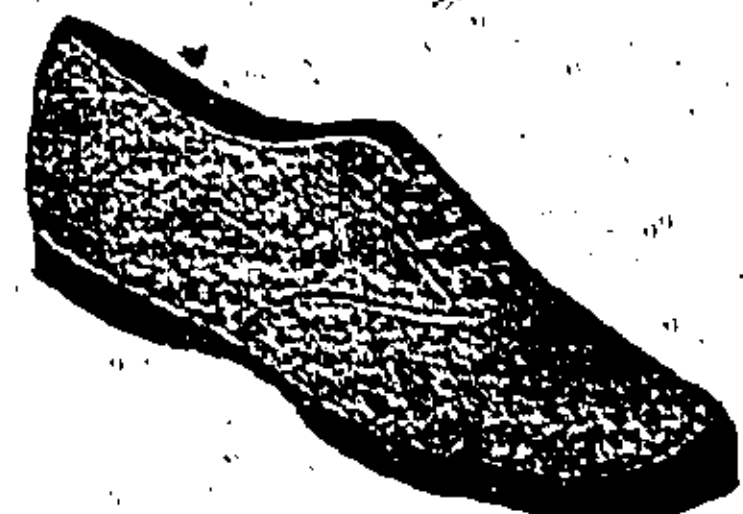
FOR SALE.—Excellent MOTOR CYCLE with SIDE CAR, spare tyres, lamp, tools &c. Any reasonable offer accepted. Owner leaving the Colony. Apply to 1412 "Hongkong Telegraph."

ATHLETIC SHOES.

SHOES

\$3.75

per pair.



BOOTS

\$5.00

per pair.

Made of soft White Duck with Vulcanized Rubber soles. Light in weight and durable. An attractive and comfortable Shoe for Tennis, Yachting, Launch Parties and Seashore wear.

MACKINTOSH

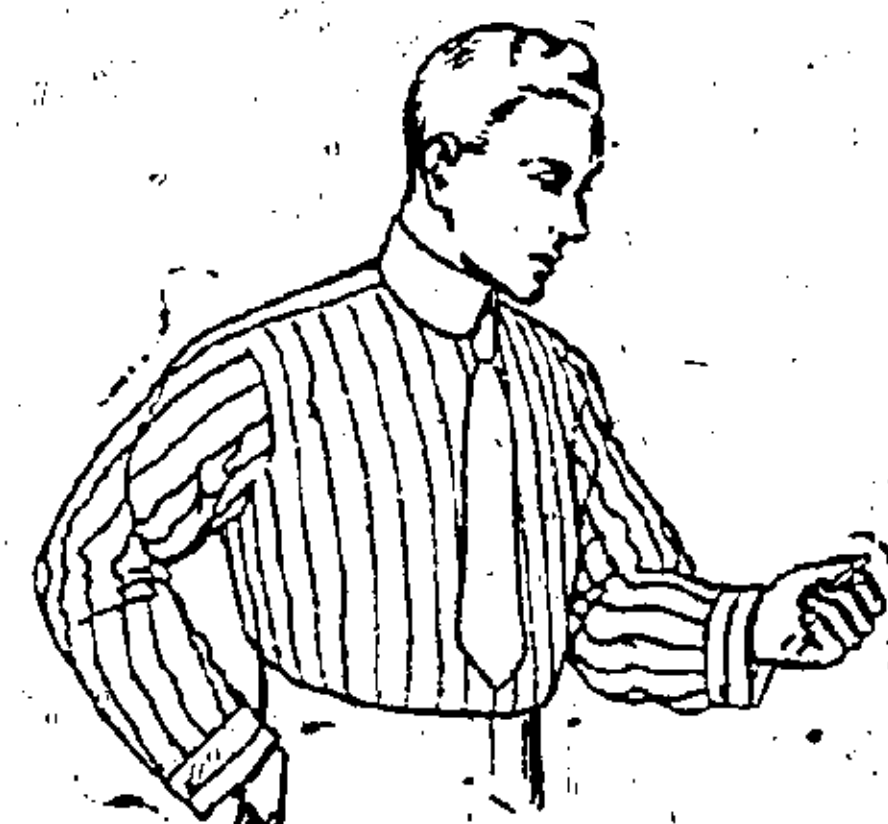
& CO. LTD.

MEN'S WEAR SPECIALISTS,

10, DES VŒUX ROAD.

TELEPHONE NO. 22.

Powell Ltd
TELEPHONE 346



DO YOU KNOW

WE ARE THE SOLE AGENTS FOR

SHIRTS "ATLAS" REGD PYJAMAS
This HIGH-CLASS make of SHIRTS and PYJAMAS not only combines the BEST MATERIALS, GOOD CUT and WORKMANSHIP (thus ensuring perfect comfort), they are ALL BRITISH.

JUST ARRIVED

The Latest BIG HITS FOR PIANO.

GOODBYE BROADWOOD, HELLO FRANCE, HAWAIIAN BUTTERFLY, HONKONG, A LITTLE BIT OF BAD, NEW ORLEANS, BARNYARD BLUES, OSTRICH WALK.

FOXTROTS, ONE STEPS, RAGS, ETC.

THE ANDERSON MUSIC CO., LTD.

16, DES VŒUX ROAD.

TEL 1322.

CAWSEY'S

CELEBRATED SWEETENED LEMON SQUASH

CORDIAL.

PRESERVATISED

MADE WITH FRESH AUSTRALIAN

LEMONS AND PURE SUGAR.

Price per doz. Quarts. \$11.00

" " Bottle. \$1.00

AGENTS:

CANDE, PRICE & CO., LTD.

Wine Merchants,

TEL. NO. 135. 6, Queen's Road, Central, Hongkong.

SHIPPING

P. & O. S. N. Co.

ROYAL MAIL SERVICE.

VESSELS despatched to the Undermentioned PORTS

LONDON & BOMBAY, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID & MARSEILLES.

SHANGHAI, MOJI AND KOBE.

LONDON VIA SINGAPORE, PENANG, COLOMBO, BOMBAY, PORT SAID & MARSEILLES.

SHANGHAI, MOJI, KOBE & YOKOHAMA.

LONDON & BOMBAY VIA SINGAPORE, PENANG, COLOMBO, PORT SAID & MARSEILLES.

WIRELESS ON ALL STEAMERS.

For PASSAGE RATES, HAND-BOOKS, FREIGHTS, DATES OF SAILING, ETC., apply to:—

P. & O. S. N. Co.'s office
Hongkong, 1st April, 1917.P. L. Knight,
Acting Superintendent.CANADIAN PACIFIC
OCEAN SERVICES LIMITED

PACIFIC TO SERVICE

CANADA, UNITED STATES
AND EUROPE

QUICKEST TIME ACROSS THE PACIFIC

— SAILING ON OR ABOUT —

Monteagle	30th July	Empress of Japan	6th Nov.
*Key West	24th Aug.	*Key West	11th Nov.
Empress of Japan	11th Sept.	Monteagle	7th Dec.
Monteagle	1st Oct.	Empress of Japan	

*FRIGHT SERVICE ONLY.

Regular Mail, Passenger and Freight Services.
Excellent Accommodation. Moderate Rates.

For particulars regarding passage fares, sailing times and reservation of accommodation, also details of ships and complete literature apply to:—

P. D. SUTHERLAND,
General Agent, Passenger Department,
Phone 752.

For freight rates and through bills of lading with Vancouver in connection with Canadian Pacific Railway to all Overland Points in Canada and United States also to Europe and West Indies, apply to:—

J. H. WALLACE,
General Agent,
Phone 42.

HONGKONG.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between

SHANGHAI and JAPAN PORTS.

EASTWARD.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.,

Hongkong, Sept. 24, 1917.

PACIFIC MAIL S.S. CO.
U. S. MAIL LINE.Operating the new First Class Steamers
"ECUADOR," "VENEZUELA" and "COLOMBIA,"
14,000 tons Each.Hongkong to San Francisco,
via Shanghai, Kobe, Yokohama and HONOLULU.

THE SUNSHINE BELT.

The most Comfortable Route to America and Europe.

Sailings from Hongkong at noon.

s.s. "ECUADOR"	Aug. 14th.
s.s. "COLOMBIA"	Sept. 11th.
s.s. "VENEZUELA"	Oct. 9th.

These steamers have the most modern equipment including overhead electric fans and electric lighting ALL LOWER BERTHS & Large Comfortable Staterooms (all single and two berths only).

The safety and comfort of passengers is our first consideration. Special care is given to the cuisine, and the attendance on passengers cannot be surpassed. Tickets are interchangeable with the Toyo Kisen Kaisha and the Canadian Pacific Ocean Service, Ltd.

For further information, rates, literature, schedules etc., apply to:—

Company's Office in
ALEXANDRA BUILDING,
Chater Road.

Telephone No. 141.

SHIPPING

NIPPON YUSEN KAISHA.

(JAPAN MAIL S.S. CO.)

Sailings from Hongkong subject to alteration.

Destination.	Steamer & Displacement.	Sailing Dates.
SHANGHAI, KOBE & YOKOHAMA.....	*Inaba Maru T. 12,600	[SAT. 17th Aug. at 11 a.m.
	*Iyo Maru T. 12,330	[WED. 4th Sept. at 11 a.m.
NAGASAKI, KOBE & YOKOHAMA.....	*Tango Maru T. 13,500	[SAT. 17th Aug. at 11 a.m.
	*Nikko Maru T. 9,600	[SAT. 14th Sept. at 11 a.m.
SHANGHAI, MOJI & KOBE.....	*Taisho Maru T. 6,000	[SUNDAY: 28th July.

LONDON OR LIVERPOOL VIA SINGAPORE, PENANG, COLOMBO, DELAGOA BAY & CAPE TOWN.
MELBOURNE VIA MANILA, ZAMBOANGA, THURSDAY IS. TOWNSVILLE, BRISBANE & SYDNEY.
NEW YORK VIA SHANGHAI, KOBE, YOKOHAMA, SAN FRANCISCO AND PANAMA CANAL.
BOMBAY VIA SINGAPORE, MALACCA & COLOMBO.
CALCUTTA VIA SINGAPORE, PENANG & RANGOON.

*Omitting Shanghai &/or Moji. *Wireless Telegraphy.

HONGKONG-VICTORIA, B.C.-SEATTLE VIA MANILA, KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, SHIMIZU AND TOKYO.
Operated by the magnificent and splendidly equipped passenger steamers "Fushimi Maru," "Seki Maru," "Kashima Maru," "Katori Maru," each of over 20,000 tons displacement.
Next sailings from Hongkong.

*Suwa Maru	WED.	14th Aug., at 11 a.m.
*Fushimi Maru	WED.	11th Sept., at 11 a.m.

*Omitting Manila Eastbound.

For further information apply to

NIPPON YUSEN KAISHA.
B. MORI, Manager.

Telephone Nos. 292 & 293.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE
VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamers.	Tons.	Leave Hongkong.
KOREA MARU	20,000	13th Aug.
SIBERIA MARU	22,000	29th Aug.
YOKO MARU	22,000	8th Sept.
SHINKO MARU	22,000	22nd Oct.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BALBOA, CALLAO, ARICA AND IQUIQUE.

THENCE BY TRANS ANDERSON ROUTE TO BUENOS AIRES.

Steamers.	Tons.	Leave Hongkong.
ANYO MARU	18,500	25th September.
NIPPON MARU	11,000	8th November.
KIYO MARU	17,200	9th January.

Ships are interchangeable with the Canadian Pacific Ocean Service, Ltd. and the Pacific Mail Steamship Co.
Passengers may travel by rail between ports of call in Japan free of charge.
For full information as to rates, sailings, etc., apply to

T. DAIGO, Manager.
KING'S BUILDINGS.

Telephone Nos. 2374 & 2375.

JAVA PACIFIC LINE

OF THE
JAVA-CHINA-JAPAN LIJN.

Monthly Service between
MANILA, HONGKONG AND SAN FRANCISCO.
Next sailings for SAN FRANCISCO via NAGASAKI.
Subject to change without Notice.
Sailing from Hongkong to San Francisco.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.
The steamers have accommodation for a limited number of saloon passengers and carry a duly qualified surgeon.
Cargo taken on through Bills of Lading to all Overland Points in the United States of America and Canada.
For particulars of Freight and Passage, apply to:—

JAVA-CHINA-JAPAN LIJN.
Managing Agents.

Hongkong, York Buildings.

CHINA MAIL S.S. CO. LTD.

FREIGHT AND PASSENGERS.

"NANKING" "CHINA"
(14,000 tons, American Registry) (10,000 tons, American Registry)

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" "CHINA"

August 7th. August 31st.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

O. H. RITTER, Freight and Passenger Agent,
Prince's Buildings, 100 House Street, Tel. 1934.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO
UNITED KINGDOM AND CONTINENT.

For particulars of sailings shippers are requested to approach the undersigned.

Steamers proceed via Cape of Good Hope.

Subject to change without notice.

THE BANK LINE, LTD.,
General Agents.or to REISS & Co. Canton,
Hongkong, Jan. 2, 1917.

SHIPPING

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
SHANGHAI.....	Sungkiang	24th July at d'light.
SWATOW & SINGAPORE.....	Taming	24th July at 1 p.m.
SWATOW & BANGKOK.....	Changchow	25th July at noon.
SHANGHAI.....	Yingchow	26th July at 4 p.m.
TIENTSIN.....	Huichow	30th July at noon.
SHANGHAI.....	Sinkiang	30th July at 3 p.m.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO.
Excellent Saloon accommodation. Amidships; Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wosung.

For Freight or Passage apply to

BUTTERFIELD & SWIRE,
Agents.

Telephone No. 36.

Hongkong July. 23, 1918.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between
CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	To
Karimata ...	Java	in port	27th July	M'la, Batavia
Tjipanas ...	Java & M'lar	24th July	29th July	Saigon
Yseldyk ...	Java	30th July	9th Aug.	N'saki, Daloy

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.
York Building. [15]

Telephone No. 1574.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.
FOR SWATOW, AMOY AND FOOSHOW AND RETURN.
(Occupying 9 to 10 days.)

Steamships.	Captain.	Leaving.
Hailan ...	A. E. Hodgins...	WED., 24th July at 1 p.m.
Hailong...	J. W. Evans ...	TUES., 30th July at 1 p.m.

FOR SWATOW.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,
General Managers.INDO-CHINA STEAM
NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration)

For	Steamship	On
SHANGHAI.....	Taisang	Fri., 26th July at 4 p.m.
MANILA.....	Loongsang	Fri., 26th July at 3 p.m.
TIENTSIN.....	Chipsing	Sat., 27th July at d'light.
SHANGHAI.....	Wosang	Sun., 28th July at d'light.
MANILA.....	Yuensang	Fri., 2nd Aug. at 3 p.m.
SANDAKAN.....	Mausang	Sat., 9th Aug. at noon.

CALCUTTA LINE.—This line is temporarily discontinued owing to the war, but at present a monthly service is maintained with Calcutta by the s.s. "KWAISANG" and "YITIM" calling at Singapore and Penang. The former vessel has splendid passenger accommodation, is fitted with Electric Light and Fans, and carries a fully qualified surgeon.

SINGAPORE LINE.—The s.s. "VAN WAERWICK" leaves for Singapore approximately every fortnight. This vessel has excellent accommodation for first class passengers, and is fitted throughout with Electric Light and Fans and a so-called a fully qualified surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai. Through Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Approximately weekly for passengers and cargo, calling at Hanoi when indicated.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kedah, Jesselton, Labuan, Tawau and Labud Daru.

TIENTSIN LINE.—A regular service is run from March to October between Hongkong and Wientsin calling at Whampoa and Chiao.

Under Straits Government Passport Regulations.

All European Passengers, leaving the Colony for Straits Settlement, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or passage, apply to

JARDINE, MATHESON & CO., LTD.
General Managers.

Telephone No. 215.

AMERICAN EXPRESS COMPANY.

HEAD OFFICE... NEW YORK.

Branches and Agencies in all
parts of the Commercial World.BANKERS.
FORWARDERS.
TOURIST AGENTS.

AMERICAN EXPRESS TRAVELLERS CHEQUES—

the best form in which to carry travel funds.

13, QUEEN'S ROAD, CENTRAL, TEL. NO. 2089.

SHIPPING NEWS.

Wonsan Harbour Improvement.

The harbour improvement work at Wonsan, which is one of the most important ports in North Korea, is being pushed forward steadily. The improvement work has been started on a rather extensive scale and involves dredging, construction of break-water, quay wall, etc.

Inland Sea Fares Raised.

The Osaka Shosen Kaisha, Amagasaki Kisen Kaisha, Uwajima Kisen Kaisha, and the Awa Kisen Kaisha have agreed to raise passenger-fares for Inland Sea services by from 15 to 20 per cent. from August 1st next. The four steamship companies are also considering a proposal to raise freight-rates in the Inland Sea.

Big Salvage Undertaking.

The salvage of the s.s. Ohio, 4,000 tons, which foundered during the Russo-Japanese war off Chinnampo, is progressing steadily, about 10,000 kwan of iron having already been recovered. The work will be continued for three years, the total expenditure is estimated at ¥80,000 while it is hoped that a million yen's worth of iron will be recovered.

Germany's Salvage Submarine.

The American government has information that Germany has undertaken construction of salvage submarines, to go out when peace comes and raise the ships of all nations which the destroying submarines have sent to the bottom. The salvage submarine is said to be fitted with specially designed grappling apparatus for attaching cables to the ships that lie on the bottom of the ocean. It is capable of operating at great depths. Other vessels, equipped with hoisting apparatus, will assist the submarine in bringing the damaged ships to the surface.

Value of Japanese Steamers.

Whereas the freight and charter markets have become somewhat weak, as is usually the case in summer, there is a continuance advance in the value of steamers, especially those of large type, says the "Japan Chronicle." The fact is that there is a great scarcity of ocean-going steamers of over 5,000 tons, while there is continuous pressure on freight space on such steamers. A fortnight ago a steamer building at the Kawasaki Dockyard, Kobe, was sold to a certain large steamship company for ¥1,000 a ton. It is now reported that negotiations are proceeding for the sale of another ship still on the stocks at that dockyard at ¥1,100 per ton. For all other newly-built steamers of 7,000 or 8,000 tons over ¥1,000 is quoted. In a few days the Uraga Dockyard Company will sell a steamer of 4,450 tons deadweight, now building there. The sale will be made by tender, and the ship is to be delivered in December. In view of the steady advance in the value of tonnage, the result of the sale is watched with much interest.

China Coast Gazette.

Mr. C. Griffiths, third officer, Teesta, has gone third officer, Van Waerwyck; Mr. E. T. M. Royle, supernumerary third officer, Teesta, is on reserve; Mr. J. Wilson, chief officer, Onlee, has resigned; Mr. E. James has been appointed chief officer, Onlee; Mr. S. Molosson, third officer, Tjitaroom, has resigned; Mr. C. W. Kehlen, supernumerary second officer, Tjitaroom, has resigned; Mr. C. Hansen, acting chief officer, Shunchong, has resigned; Mr. W. Wisman has been appointed chief officer, Shunchong; Mr. A. Kelvin has been appointed second officer, Namwo; Mr. F. Williams has been appointed chief officer, Chungan; Mr. H. C. Tolleson has been appointed acting chief officer, Suisai; Mr. W. Neill has been appointed third engineer, Telemachus; Mr. A. J. Copley has been appointed third engineer, Haimun; Mr. R. J. Pereira, third engineer, Haimun, has resigned; Mr. R. Middlemas, third engineer, Castlefield, has resigned; Mr. J. Augustad, chief engineer, Shinfoo, is on leave; Mr. R. M. Lat, fourth engineer, Teesta, has gone fourth engineer, Pingsuey; Mr. R. B. Newton, supernumerary second engineer, Teesta, has gone second engineer, Pingsuey; Mr. J. H. Evans, second engineer, Teesta, has gone second engineer, Van Waerwyck; Mr. W. Gordon, second engineer, Van Waerwyck, is on reserve; Mr. M. M. Morgan, third engineer, Teesta, has gone supernumerary third engineer, Van Waerwyck; Mr. C. E. Bowden, supernumerary third engineer, Teesta, has gone third engineer, Van Waerwyck; Mr. A. Larrick, fifth engineer, Teesta, is on reserve.

THE TRIBUNAL.

Decision in Kowloon Dock Cases.

The Military Service Tribunal again sat this afternoon, the Hon. Mr. E. H. Sharp, K.C., presiding.

Hongkong and Whampoa Dock Co.

The cases of the following medically fit men of the Hongkong and Whampoa Dock Co. were first considered:—

1. E. L. Hoesie.
2. W. P. Hedley.
3. S. Gray.
4. F. Goodman.
5. W. Brown.
6. J. G. Dick.
7. D. S. Cooper.
8. W. E. Cooke.
9. J. M. Jack.
10. K. R. Macaskill.
11. J. S. McIntosh.
12. J. O. Owen.
13. J. M. Smyth.
14. A. M. Simpson.
15. C. Henderson.
16. E. Hamilton.

The following men of military age from this firm have been rejected as unfit for service:—A. Tacker, W. A. Morgan, J. N. E. Allen, D. L. Keith, S. H. West, W. F. Ford, H. E. Scott, J. S. Keith, G. Nelson, W. G. Brownell, W. Tulip and F. O. Coleman.

Addressing Mr. R. M. Dyer, who appeared for the Company, the Chairman said the Tribunal noticed from the papers that the Dock Company put it that the work of shipbuilding and repairing was of Imperial importance as well as in the essential interests of the Colony, and with that the Tribunal agreed. The Company had very important Government contracts on hand for the building of standard ships, etc., contracts with the Admiralty and a lot of mercantile work. The only question was as to whether any men could be spared from the clerical staff. The pre-war staff of Europeans was 77 and in the office there were 55 Portuguese and Chinese. The staff to-day had been reduced to 69, whilst the Chinese and Portuguese had been increased. Fifteen men had left for military service, whilst the work of the Company had considerably increased during the war. With regard to two of the men before the Tribunal, the Company were not asking for exemption, one being Mr. Cooke, who was 25 and single, and in the Bill Department, and the other being Mr. Jack, 23, and single. Mr. Cooke went before the Military Service Commission last year and did not now ask for exemption. Mr. Jack was an apprentice and also a student engineer at the Hongkong University. He had completed four years of his course and he asked the Tribunal, if he were taken, to make a recommendation to the University that he be granted a war degree, as was done in the case of the Home universities. The Tribunal had ascertained that the Dean of the Faculty was in favour of it and they would make the recommendation. Absolute exemption was asked for the remaining fourteen.

The Chairman then went on to deal with the individual papers, which showed that Mr. Hoesie was a chartered accountant and chief accountant of the Company, also doing secretarial work. He volunteered before the Commission. Mr. Macaskill was a clerk in the Bill Department and had been employed for seven years. The pre-war staff of the department was eight, now reduced to five. Mr. Hedley was also in the Bill Department. Mr. Owen was chief costing and wages clerk and had been ten years in the Company. He had three assistants. Mr. McIntosh was an engine draughtsman and the staff there had been reduced from four to three. Mr. McIntosh volunteered before the Commission. Mr. Cooper was a ship's draughtsman, had been for over eight years in the Company and was working with a decreased staff. He had also volunteered. Mr. Hamilton was a store keeper, and here also the staff is reduced and the work also vastly increased. Mr. Gray is a foreman turner in the engine shop, whilst Mr. Goodman

is the foreman supervising the repair work. Mr. Simpson is a shipbuilder, and when asked if he had anything to say said that the Tribunal was the first to have shipbuilders before it. Mr. Smyth was a foreman blacksmith and the only European in the department. Mr. Henderson was a foreman shipwright. Mr. Brown was a foreman joiner and he was also the sole European of this department. Mr. Dick was a foreman saw miller and had volunteered before the Commission.

Major Morgan said he did not ask for any men from the works, but he thought that two men could be spared from the office. The present office staff was fourteen Europeans, ten Portuguese and seven ladies. He thought that two could be spared, but would leave it to the Company to suggest which two.

The Tribunal's decision was that only Mr. Cooke and Mr. Jack should go, and all the others be exempt.

Other Cases.

The Tribunal next dealt with the following cases:—

A. E. Godfrey.—Medically fit.

A. F. Brown.—Medically fit. The Chairman said the Tribunal understood that Mr. Godfrey had been ten years' service in the Navy as a stoker and that he did not ask for exemption.

Mr. Godfrey:—No.

The Chairman:—Then you will go.

Mr. Brown said he did not claim exemption.

The Chairman:—Then you will go.

Nestle and Anglo-Swiss Condensed Milk Co.

The next case considered was that of W. A. Stephens, of the Nestle and Anglo-Swiss Condensed Milk Co., who is medically fit. (No unfit men of military age from this firm.)

The Chairman, addressing Mr. Looker, who appeared on behalf of the firm, said the Tribunal understood from the papers that the Company's milk is very extensively used by the public and also by the military and naval authorities. It is also used on transport and other ships in Government service. The Tribunal understood that the bulk of the milk was sent in the first instance to the Hongkong office for distribution. The Company put it to the Tribunal that the business is of an essential character both Imperially and in the interests of the Colony.

Mr. Looker:—That is so. I should like to add that as soon as the Tribunal starts to interfere with a big business of this kind it interferes with the essential business of the Colony.

Mr. Stephens said that while he did not like to say so, he did not think the Company could spare him.

Major Morgan did not claim exemption.

The Chairman said the Tribunal was under the impression that two men were sufficient for Hongkong and Canton. The decision was that Mr. Stephens should come before the Tribunal when Mr. Coppin returned from America when the Tribunal would know if the Canton representative would have gone into the Army.

Mackintosh and Co.

The Tribunal then dealt with the case of F. A. Mackintosh, of Mackintosh and Co., who is medically fit.

Mr. Mackintosh, in answer to the Chairman, said he was managing director of the Company which he had established himself. He had one unfit assistant who could not carry on if he went. This business would have to practically close down if (Mr. Mackintosh) had to go. He was prepared to release his assistant to take a fit man's place in essential work if the Tribunal so desired it.

The Tribunal decided to exempt Mr. Mackintosh.

Gerin Drevard and Co.

The next case was that of J. D. Birrell, of Messrs. Gerin, Drevard and Co. (No unfit men of military age in this firm.)

Mr. Birrell was exempted until October 12.

Mr. Birrell said he should appeal.

THE PERFECT OFFICIAL.

II.—At the War Office.

Mr. Fussment Brown is received at once. And politely.

"You have no appointment, sir?" asks the porter in the hall. "I wish to see someone of importance, and at once, about this battle."

"You have come at a most fortunate time, sir—most fortunate—just as the news is in the air, if I may say so. This way, if you please."

Mr. Fussment Brown is taken charge of by one of England's beauties in the shape of an elegant and cultured girl scout. She is very swift, very deferential.

"Someone of real importance," says Mr. Brown.

A discreet tap at a door, a voice which says, "Please to enter," and Mr. Brown finds himself in a room with five colonels, all decorated, all busy, all of whom have been wounded.

"This battle!" commences Mr. Brown. "This affair now in progress."

Before he can say more the least tired looking of the colonels bids him be seated. "You wish to hear, perhaps to make a few suggestions?" he says, with old-fashioned courtesy.

"I am a plain man," says Mr. Brown. "Not one word or wince is betrayed by the perfect-mannered colonel. 'It appears to me,' says Mr. Brown, 'after a very careful study of an excellent map.'"

"Ah! a map!" escapes the lips of one colonel, who blushes unessentially.

"A map, sir," exclaims Mr. Brown, "such as a plain man can read plain facts from. Now, gentlemen, how about the North?"

"But," pleads a colonel from the far end of the room, we are but colonels. May I beg of you, if you have ideas of strategy, or some enlightening suggestions on the matter of our tactics that you will at least see a brigadier? But perhaps the General who is but this moment back from France."

"A few words with him," beams Mr. Brown, "and I think he will not be ungrateful."

A colonel hurriedly leaves the room to summon the General.

"I myself," says Mr. Brown, expanding, "although of military age, happen to be on work of national importance. I am a manufacturer of a special brand of cigarettes for the Chinese navy, in which I hold honorary rank. Furthermore, I have a trouble-some ingrowing nail. But I must say I pride myself on a knowledge, a plain man's knowledge, of the arts of war, and therefore."

The General, all smiles, enters the room holding out his hand. "Ah, General," says Mr. Brown, "I have one or two points on this recent attack on which you may be good enough to enlighten me, if you will spare me a few moments of your valuable time."

The General laughs away the words "kind" and "valuable." "Sir," he says, "What does time matter? I am over here for twelve hours, after which I fly back to my headquarters. Do you smoke?"

The colonels have, by now, faded into mere work, having not accomplished what they will have to sit up all night to finish.

"In a discussion at the club," Mr. Brown begins.

"Teeming with interest I make no doubt," says the General.

"A friend of mine, a business man."

"Ah! you clever business men," says the General almost playfully. "You are the brains we want. But do not let me interrupt you."

"I argued," said Mr. Brown, "that if a division were moved in dense platoons of a thousand men each, followed by tanks."

"To lay the dust?" the General suggests.

"As you say," says Mr. Brown. "And advanced on this line?"

He sweeps the papers from a colonel's desk, and with a bow borrows his black and red inkpots and places them on his now outspread map. "I did it," he goes on naively, "with the mustard and pepper pots at the club, and finished up with a port glass."

"An excellent finish," protests the delighted General.

CONSERVING FRENCH CAPITAL.

Recent Prohibitions Against Its Export.

A Ministerial decree of April 3, published April 4, prohibits the exportation from France of capital funds or securities. The following exceptions to export of capital are made: (1) Capital funds or securities which individuals or corporations residing or doing business outside of France may have in France; (2) capital sent to French colonies and protectorates for development of agriculture, commerce, or industry; (3) capital as payment in French colonies and protectorates for merchandise to be imported to France.

The prohibition against exportation of stocks and shares is subject to the following exceptions: (1) French Government issues since the outbreak of the war; (2) securities due and redeemable in France and coupons payable in France; (3) shares at present owned by persons abroad who purchased the same before promulgation of the present law, or who have inherited the same since date of the law; (4) securities bought or subscribed for in France since the outbreak of the war; (5) securities for which a general or special authorisation may have been granted by the Minister of Finance.

The decree also provides that all sums exceeding 1,000 francs will have to be transferred abroad by officially recognised bankers or brokers, even for those who obtain special permission.

PASSENGERS ARRIVED.

Bate W J	Hume Mr & Mrs H
Burton A	Hart J Mr & Mrs
Banning W F	Jenkins C E
Baker W B	Kahn E
Bridger M F	Linbo J E B
Chunnett A E	Lyle K J
Conant A	Lyth A
Caldes J A R	Marshall H
Chunton F W	Montgomery Miss H
Dunn E J	Mendola N B
Dunstan E	Ridgway Mrs A
French Mr & Mrs	Shimshoff B
Fun Yel P W	Smith H
Gill	Standa M E
Gallahy Miss J	Van Blaaderen Mrs
Gallahy Miss S	Watts H
Gifford Miss	Whitfield R H
Holmes J	Wright Miss S
Hughes Miss E T N	Wright Miss S
Rayward Mrs H E	Wallace J H

"Take a line from here to here," says Mr. Brown, borrowing, with an inclination of the head, another colonel's fountainpen. "Plunge in young trench mortar howitzers, and at the word 'Go,' sweep the opposite hill with grape shot and cannister."

"I beg your pardon for momentarily interrupting," says the General, "but that hill is in reality a lake."

"Quite so," says Mr. Brown, good naturedly, "but that is where all those innocent lives were thrown away. I am, as I have said, a plain man, but I have a right to know why there was this unnecessary sacrifice. Now allow me to suggest my humble idea."

He sketches his plan of campaign backed up by choice passages from the newspapers. He throws back the enemy here (upsetting the red ink). He takes ridges with a blue pencil. A piece of sealing-wax stands firm against an enemy counter-attack. All goes well. A colonel or two, feeling faint at the talk of so much blood, opens the window, seeking fresh air. The general is pale, impressed; wondering how one man thought so much. Unerringly, with the paste brush Mr. Brown marks out the road to Berlin, and finishes exhausted.

"You agree with me," he says. "Unable to speak, the General shakes him by the hand and thanks him in a faltering voice. The colonels stand at the salute."

Swiftly, a proud look in her eyes, the girl scout takes Mr. Brown to some place of light refreshment in the basement, and Mr. Brown's place is filled by a sweet-faced English mother whose son has lost his cigarette case at St. Quentin, and who has asked her to obtain either indemnity or the case for him.

"Pray be seated," says the General, with deference.—Dion Clayton Calthrop in the *Daily Chronicle*.

MYSELF UND GOTT!

Myself, und Chermany, und Gott. Can whip der world, I say; why not?

Who dare oppose der Fetherland.

Ve'll crush them mit der iron hand.

Myself und Gott!

Ve care not for the stupid Yank.

Nor Britain mit her' baldog swanks.

Ve'll teach them somethings.

Ve'll blow them in the air, those cranks.

Myself und Gott!

Der Belgians mit impudent pride.

Behind der British try to hide.

Italians und der Portuguese.

Ve'll strafe them everyone mit ease.

Myself und Gott!

Der ships vat sail der ocean brine.

Ve'll sink, und sing der Wascht am Rhein.

Vot care ve if there's children there.

Mit wounded, und mit ladies fair.

Myself und Gott?

Ve'll conquer England, Canada, und Palestine, Amerika.

Der Congo States, Japan und France.

Und Italy. ve'll make her dance.

Myself und Gott!

Und now, good Chermany, drink der Tag.

Und Froitz; Hoch der Kaiser, too.

Ve'll do der rest mit Kultur grand.

Und strafe der foes of dear Deutschland.

Myself und Gott!

Und then, ven we vin victory.

Ve'll go to Berlin on the Spre;.

Und then, mit sourkrout und cheer.

Ve'll drink der country dry mit beer.

Myself und Gott!

TM.

Hongkong, July 24, 1918.

CANTON NEWS.

Our Canton correspondent writes as follows:—

Proposed Mining Levy.

The superintendent of the areas along the North River owing to the exportation of various kinds of ore having become numerous, has proposed that besides the present tax, a military protecting tax should be levied on wolfram, aluminium, tin, arsenic, coal and limestone, varying from \$2 up to \$10 per picul, according to their value.

A Squabble Over Arms.

An official report from Luichow states that that over one thousand of Lung's soldiers have conditionally surrendered along with their arms, but as the arms are much superior to those used by the Yunnan and Canton troops a quarrel has arisen between the commanders of the two armies as to who ought to possess them. The Authority has wired to settle the matter.

Luk and Shum.

It is reported that Luk Wing-ting, after receiving a telegram from Shum Chuan-huan, is on the way to Wachow to meet him there.

Recognition Wanted.

Wu Ting-fang has drafted a proclamation to foreign Powers informing them of the establishment of the Military Government, denouncing the unlawful Government in Peking, and explaining the reason for attacking the North. In conclusion he earnestly requests that the Southern Government should be recognised by foreign Powers.

New Portuguese Consul.

The new Consul General and Vice Consul for Portugal have arrived and made official calls on the various important departments. The calls were returned yesterday.

To Control Sulphur.

Washington, July 11.—The War Industries Board has taken over the control of production and distribution of sulphur.

MAKING THE MONSTER GUN.

A Range of Seventy Miles.

A competent conception of modern gunnery necessitates an intimate and exact knowledge of many sciences—kinetics, dynamics, pneumatics, and applied mechanics amongst others scarcely less essential. To bring the whole matter into terms readily understood by the average man, let it be said that, theoretically, there is no limit to the possibilities of range, velocity, or destructive power of artillery except those imposed by universal physical law. All the difficulties are those of practical machine construction, writes an engineering correspondent to the *Manchester Guardian*.

The latest development in giant gunnery brings us face to face with the fact of cannon capable of throwing a missile of 210 millimetres (8.2 in.) in diameter and weighing about 350 lb, a distance of more than 70 miles. Its accuracy is expressed in its ability to hit at that distance a target 22 miles in circumference. Its defects are as obvious as these somewhat dubious virtues. Its great weight and consequent immobility render a fixed and extensive target imperative, while the comparative smallness of the projectile reduces its destructive power to a point which lowers its practical military value almost to the negligible. Even as an instrument of frightfulness it is not a dazzling success. But that it is the last word in artillery development is not at all likely. If the contemporary dementia in favour of big things survives the tragic lessons of this war we are likely to have guns with even longer range, greater accuracy, and increased projectile weight.

They will be long in coming if the latest German gun is the only one in process of manufacture, or if preparations for the construction of something bigger have not been in process for some years past. It will be remembered that in 1914 our flesh was made to creep with stories of leviathan guns possessed by the enemy—something to reach from Emden to London. At various times during the past two years there have been reports of intermittent long-range bombardments of Dunkerque, and quite evidently these attempts and the more recent shelling of Paris are the best up-to-date achievements in practice of the monsters promised in 1914.

There is scarcely room for doubt that the gun now in use is the outcome of designs and labours begun as far back as the outbreak of war, and probably long before that. The making of a great gun is a work of enormous labour and vast and particular processes which may not be avoided or even greatly shortened.

The first requirements are those of constructional plant, forging furnaces, shrinking and tempering pits and gear. If gun designers go beyond the capacity of existing appliances it involves new plant. Hence a gun has been limited by the designers to a size which enables it to be treated by existing machinery. If the German monster is 85 or 90 calibres in length from breech to muzzle it would be no longer than a modern 15 in. naval gun, which is 60 calibres. Apart from the forging and shrinking plant, the lathes in which great guns are turned and bored and rifled are engineering works of almost incredible labour and cost. I believe that a great North-country firm of machine-tools makers have turned out one of these lathes in six months. I do not know if this is a record, but I do know that it was considered a highly creditable performance. A gun lathe must necessarily be twice the length of the gun to be operated upon, and I do not think that there exists anywhere a lathe which would take a very much greater job than the one now under consideration.

Given the appliances, the processes of forging, building, turning, boring, wiring, and rifling a great gun must absorb, under favourable conditions, many months. Not many years ago it was an accepted rule that one could not be made in less than 24 months—this when the

13.5 wire-wound gun was the highest accomplishment in gun construction. More modern and powerful machine tools, together with the use of high-grade tool steel cutters, grinding attachments, and other mechanical improvements, has lessened the time; more exact and scientific subdivision of labour and betterment of material and process have certainly tended in the same direction, but still the work is one of patience and time. All modern big guns are built up, and their building is accompanied with risks and difficulties which few but the expert can understand. Cannon in which are used enormous projecting charges as in this case, must be either wire-wound or constructed by some method which will have the same result—that of "crossing" the fibre of the steel. Thus a 12 in. gun will be wound with fully 100 miles of flat steel wire—wound on with a tensile strain of 60 tons to the square inch. This, or an equivalent process, is necessary because the charge explosion subjects the gun to both a lateral and a circumferential strain. The alternative to wiring has been sometimes used of shrinking on to the inner and secondary tubes a series of wrought steel collars, but wiring is still found preferable. There is always the difficulty of procuring flawless forgings of such size, and the least defect is fatal. It has also to be remembered that time cannot be saved by putting more labour upon the work. More men would only be in each other's way. The processes necessary are always carried out by as much skilled and unskilled labour as the job will hold. The many complicated and exact accessories of the gun, such as recoil, elevating, and traversing apparatus, can, of course, be proceeding at the same time as the building, boring, and rifling of the gun itself, but even so the unavoidable processes, even with appropriate plant and machinery, will absorb at least twelve months. And if in the later stages of construction a serious defect is revealed most of the work done is wasted.

The core of the question appears to be whether the big gun idea is a game worth the candle. I believe that the best expert artillerymen regard the 13.5 gun as the most effective weapon yet designed. It is not the theoretical but constructional difficulties which seem to be as yet unsurmountable. If much larger and more powerful guns are made, heavier plant and bigger machine tools must be made. It is possible that the Germans have made some such preparations, though such a supposition would imply an enormous expenditure of precious steel and more precious labour upon very problematic purposes.

Lastly, there is the prodigious work of transporting and emplacing such guns. The laying of enormous concrete foundations, the erection of crane power, and, under modern conditions, the necessity of placing batteries of anti-aircraft guns to protect a 200-ton monster which at best can only throw an 8 in. shell and is defunct after doing it fifty or sixty times, does not impress a practical engineer with its wisdom. That British armours could make just as good, indeed much better, guns than the German monster is quite certain, but I venture to express the fervent trust that they will not try or be asked to try. From a military point of view one bombing aeroplane is worth a battery of long range guns, and with good luck can work more havoc in a single trip than can the monster in its entire lifetime. Monster-making appears to be an example to avoid rather than one to emulate.

U. S. Bank Resources.

Washington, July 16.—The Federal Reserve Board has announced the resources of the twelve Federal Reserve Banks as \$4,117,722,900 at the close of business on Saturday. They have increased 63 million dollars over the previous week. Gold reserves increased \$152,000 June loans by Federal Farm Loan Banks aggregate \$8,343,430 making a total the United States loaned the farmers \$109,517,000.

COMMERCIAL NEWS.

Dredging for Gold in India.
Calicut, June 10.—It is reported from Nilambur that attempts to dredge for gold in that stream having proved fruitless, the promoters of the enterprise have decided to stop operations and to sell away their concern. Over a decade ago a company, called the Paotulus Gold Dredging Syndicate, was formed with a fairly large capital to work the Nilambur river for gold dust, and an Australian mining engineer was put in charge. Expensive dredging machinery and other appliances were provided and for a time the operations went forward with a great swing but yielded little of the substance searched for. Then the expert engineer left and work has been persevered in by others, but still to no purpose. Recently the enterprise was taken over by other confident persons and these too had to confess failure. Natives of the country have for centuries successfully washed for gold in the streambeds, paddyfields and hill sides of Nilambur valley, and during the past decade many thousands of rupees have been wasted in improving upon their simple methods.

International Cotton Co.

Some interesting facts in connection with the recent sale of the International Cotton Mill are divulged by Japanese papers which report the establishment of a new spinning company to take over the property bought by Mr. Kawasaka Saketaro, of Osaka, for Tls. 1,300,000. The new company is called the Nihka Boshu Kaisha (Sino-Japanese Spinning Co.), its sponsors being Mr. Wada Toyoyi, of the Fujii Spinning Company, Ito & Co., of Osaka, and the Japan Cotton Co., of Osaka, and its capital is Y.10,000,000, divided into 200,000 shares. Of these shares 150,000 will be allotted to Mr. Wada, Ito & Co., and the remainder to Mr. Kawasaka and others, none being offered for public subscription. An inaugural meeting of the promoters will be held on July 19. Mr. Kawasaka very generously handed over his newly acquired interests to the company without profit, seeking only the return of the Tls. 1,300,000 which he had paid. However, 10 per cent. of this sum, or Tls. 130,000 will be presented by the new company to Mr. Kawasaka "in appreciation of services rendered in taking over the interests of the Shanghai company" so the purchaser's generosity is well paid.

New Process for Preparing Hides.

The American Consulate-General at Rio de Janeiro, Brazil has been approached by a large Brazilian exporter of hides with a view to introducing into the United States hides that are to be prepared according to a new process for export. In a statement made by the company the following advantages are described for the specially prepared hides as compared with the wet salted or dried hides prepared in the usual manner:—That the resistance is greater; that a period of only eighty days is required for preparation before shipment in an absolutely dry condition; when tanned, the hides yield a good sole leather besides pieces of scrap leather from each side of the hide; the hide treated by this process is odourless and requires no special shipping facilities; the obnoxious qualities which make the shipment of hides on passenger vessels impossible, being eliminated; the weight is 50 per cent. less than that of wet salted hides, making their shipment much cheaper; it requires about 75 hides to the ton, whereas in the case of wet salted hides the average is but 33 hides to the ton; the special treatment makes the hides immune to attacks from insect pests, and all animal germs are killed in the process.

Henrietta Rubber Estates.

One of the Home rubber companies in which there is considerable interest locally is the Henrietta Rubber Estate, Ltd., the head office being in London and the estate itself near Penang. The company held its sixth annual meeting on June 6, and after making provision for depreciation and other charges

the Board recommended payment of a dividend of 15 per cent. less income tax, absorbing £12,372. This left a balance on the year's working of £6,921 14s. 5d. The output of rubber was 425,897 lb. against an estimate of 460,000 lb. and the output for the present year, estimated to be 500,000 lb., has been ordered by the Board to be restricted to 350,000 lb. From 480 acres planted and in tapping in 1910, the estate has grown year by year to 1,724 acres planted of which 1,211 are in tapping, leaving 513 acres undeveloped. Last year 271 acres were planted. Mr. H. E. B. Hunter, formerly manager of the Hongkong and Shanghai Bank in Shanghai is one of the directors.

Liquid Chinese Eggs.

Apologies of the proceedings at Westminster Police Court recently in which a retailer was summoned at the instance of the Westminster City Council, under the Sale of Food and Drugs Act, for selling liquid eggs from China that contained boric acid preservative in the proportion of over 64 grains to the pound, which, the summons alleged, was injurious to health, it will be recalled that the American Government last year held up imports of egg products from China on the ground that they contained an injurious percentage of arsenic, and so far as that goes there is no change in the position. Meanwhile the various egg-yolk products, apart from the pure food regulations, have been put on the U. S. restricted imports list, but the authorities are inclined to the lenient so far as albumen is concerned, the import of the which is not discouraged. There is a considerable demand from Canada for albumen just now, where none existed before so there is an outlet for Chinese goods by re-export from America and some local firms are making direct shipment to Canada. The volume of local egg products manufacture has not been large since the factories closed last year because of the American pure-foodists' objection to the presence of arsenic.

Oil Cake and Bran as Fuel.

The high price of coal and the shortage of ocean freight space have produced a condition in Egypt under which cottonseed oil cake is being used as a substitute for coal as fuel, reports the American Consul at Alexandria. The crushing industry in Egypt produces a maximum of about 85,000 tons of cottonseed oil cake annually for which there is no local consumption. As the result of a lack of shipping facilities, large stocks of cake accumulated in Egypt. The high price of coal coupled with a desire for economy in its use induced experiments with local products as a substitute. The relation of the calorific value of cake to coal was found to be 11 tons of cake to 1 ton of north country large coal. The present price of coal in Egypt is about G. \$80 per ton. The price of oil cake has been fixed by the Government at various times during the past two years at a figure ranging between G. 32.50 per ton and the present (April) price of \$15. Cake is now being largely used in place of coal in boiler plants, in hotels, restaurants, and private houses. Boilers and stoves, it appears, are not detrimentally affected through the burning of cake. One large concern saves two men, per boiler in burning cake instead of coal. Cake ash has a value as fertiliser of about \$25 per ton. In Argentina a large milling company has a daily production of about 280 tons of bran for which there is practically no market in Argentina for stock food, and it can not be exported because of the lack of shipping. Nearly all of this product is used for fuel. The company itself burns about 100 tons per day, and this replaces some 60 tons of coal, which was formerly used. According to the manager of the company, bran gives about the same results as wood; that is, three tons of bran are equivalent to two tons of coal. The remainder of the output of this establishment about 180 tons a day—is sold to various concerns for fuel. The price is 25 pesos per metric ton, and this is somewhat cheaper than wood. The company is experimenting in making briquets

THE Y. M. C. A.

Some Facts Concerning Its War Work.

More than eighteen months ago the French journal *L'Illustration* published an article from the pen of M. Babin in which, after admiring the effect of an athletic life upon the English soldier, he added that "another influence has come to support and enforce the beneficial action of athletic discipline in forming these 'gentleman soldiers'. It is their frequenting of the huts, those admirably-fitted clubs created by the diverse religious bodies which abound in the United Kingdom, such as the Y.M.C.A. and the Salvation Army to cite two of the best known. The huts came over the English Channel after the army; they are to be seen rising on the fringe of every camp, at the entrance of every town occupied by the troops; and Tommy finds there a hearty welcome, a cosy hearth, good advice, and safe help in affairs of conscience. For among our British Allies moral hygiene holds, in the estimate of the authorities in command, a place equal to that of hygiene of the body, if not a larger place." What M. Babin here says of the Y.M.C.A. applies equally to the other organisations which perform a similar work at home and at the front. Among these are the Church Army, the Salvation Army and the Catholic Women's League. Here we shall dwell on the Y.M.C.A., though very much the same might be said of most of these other organisations. But in estimating the value of the war work of the Y.M.C.A. we must remember that that work would have been impossible but for the steady social achievement of the previous twenty years—an achievement not the less creditable because it did not attract the notice and applause of the great public. In the old Volunteer camps, in the camps of the Territorial Forces, and later, in those of the Regular Army the foundations had been laid; and the mobilisation of the Territorial Forces brought numerous requests to the Y.M.C.A. to provide marquees with the now well known equipment of the Y.M.C.A. in the camp. Within ten days of the outbreak of war 250 centres had been opened. Within three months that number had been doubled. Within six months there were a thousand, whilst to-day over 2,000 stand to the credit of the Association.

Winter demanded huts as being more stable and more comfortable than marquees. But indeed every sort of accommodation was made use of. In Egypt, the Bourse at Cairo accommodates night by night seven hundred and fifty men who happen to be free from their duties for the time being. In England townhalls, dismantled theatres and cinemas, barns and even pig-sties have been transformed into social centres for men. No less than fifty huts have been erected on Salisbury Plain and nearly fifty in the Aldershot Command. The following analysis will be found of interest:—

England	1020 centres
Scotland	80 "
Ireland	40 "
Wales	40 "
France	459 "
Egypt	53 "
Eastern Mediterranean	20 "
India	50 "

In Mesopotamia there are 50 and in East Africa 40 secretaries accompanying the troops. The programme of a hut is as varied as are the needs of the man. "Something going every night" is the ideal, and it is realised with wonderful success. Concerts formed both from local and London talent are a well-known feature. What is perhaps less well-known is that in most places a weekly lecture on some historical or biographical subject, or a lantern lecture dealing with some aspect of service, or a travel talk or a map talk is on the evening programme. Microscopic displays are immensely popular. But there are also Bible classes which form a re-union of a social and religious nature. Naturally, discussions and arguments are of the most varied kind for the new armies contain men of every degree of intellectual attainment. But there is also a countless demand for games, books, magazines and the inevitable gramophone to

keep things going. The 'educational' side of this programme, has, lately been developed considerably and the Universities are preparing a strong staff of teachers and lecturers for classes 'on the other side.' But, Cafe, Club, lecture-room, the Y.M.C.A. appeals to every element of human nature in the human soldier.

Few things are more remarkable than the network of huts which can be found spread over the great city of London. In addition to the 'Alexandra Pavilion' at Victoria Station, (for the use of Officers) there are clubs for the men at Euston, Waterloo, Victoria, Westminster, Charing Cross, Paddington, and Aldwych among many others. The Headquarters of the Y.M.C.A. are in Tottenham Court Road. Every effort is made to extend these buildings so as to provide adequate sleeping accommodation.

To assist the value of this service the system of 'motor patrols' has been organised. Every night from ten to twelve, four motor cars are available for the transfer of troops from stations to huts, from one hut to another, and from huts to the stations as required. From twelve till five in the morning cars patrol the streets to pick up soldiers who may be wandering about not knowing where to go for rest.

One of the most notable works of the Association is, that undertaken on behalf of the relatives of wounded men. In London a mansion has been opened in the West-end where relatives on their way through to France can spend the night, or a few hours, cars meeting them at the station and seeing them off to their destination. In France eight hostels are now open where all the relatives, coming to visit the wounded men, are made the guests of the Y.M.C.A. The Y.M.C.A. car meets each boat and the relatives are automatically handed over to the workers there. They are then taken to the Hostel, and from the Hostel to the Hospitals, accompanied by friends, back to the Hostels, and in due time landed down to the port and put on their boat for home. What this means to many of these people who do not know the French language and are unacquainted with foreign ways it is not difficult to imagine.

Another well-known use to which the great organisation of the Y.M.C.A. has been put is that of facilitating correspondence between soldiers and their relatives. The Y.M.C.A. workers are always willing to assist busy (and not always over-literate) soldiers in this respect.

Another point in connection with the Y.M.C.A. should be clearly understood, namely its financial arrangements. Not by choice, but by the very force of circumstances, the Y.M.C.A. has been transformed into a concern which, incidentally to its work, has a gigantic trade turnover. At this moment more than one million pounds per annum is involved in its commercial enterprises. When it is realised that the bulk of this money is handled in supplies which average a penny each, it will be realised what an enormous responsibility rests on Association workers. The

EXCHANGE.

SELLING.

T/T Demand	3/8 3/4
30 d/s	3/4 1/4
60 d/s	3/4 1/4
4 m/s	3/4 1/4
T/T Shanghai	Nom.
T/T Singapore	143
T/T Japan	148 1/4
T/T India	Nom.
Demand, India	Nom.
T/T San Francisco	79 1/4
co & New York	151 1/4
T/T Java	Nom.
T/T Manila	Nom.
T/T Hongkong	453 1/2
Demand, Paris	453 1/2

BUYING.

4 m/s. L/C	3/5 1/4
4 m/s. D/P	3/5 1/4
6 m/s. L/C	3/5 1/4
30 d/s. Sydney & Melbourne	3/5 1/4
30 d/s. San Francisco & New York	80 1/4
4 m/s. Marks	Nom.
4 m/s. France	4 1/8
6 m/s. France	4 7/8
Demand, Germany	Nom.
Demand, New York	79 1/4
T/T Bombay	Nom.
Demand, Bombay	Nom.
T/T Calcutta	Nom.
Demand, Calcutta	Nom.
Demand, Manila	159
Demand, Singapore	143
On Haiphong	1 1/2% prem.
On Saigon	1 1/2% prem.
On Bangkok	4 1/8
Sovereign	5 5/8 Nom.
Gold Leaf, per oz.	44 1/4
Bar Silver, per oz.	48 13/16

SUBSIDIARY COINS.

DISCOUNT PER \$100:	
H'kong 50 cts. sub.	par.
" 10 "	" "
" 5 "	1% prem.
Canton	4 1/8% dis.

aim of the Y.M.C.A. is to give the soldier full value for his money; and though in the bulk the huts are self-supporting the Association has never chosen to work in camps where profits were possible or to limit its work to those places. It has measured its opportunity by the urgency of the men's need. At the termination of the war, His Majesty's Government will deal with the Association's balance-sheet and will determine what is to be done with any funds remaining in hand as a result of war service. Though within three months of the outbreak of war 85 per cent. of the whole membership of the Y.M.C.A. in the British Isles of military age had enlisted, the Association overcame all the difficulties of its huge development, and today nearly all the work of the Y. M. C. A. is rendered by voluntary service, and more than six hundred huts have been given by individual donors—often as memorials to those fallen in the war. Many and striking are the acts of generosity of the very poorest towards the work of the Association.

Lastly, important committees are now sitting with a view to the interests of the returned soldier. Between 50 and 70 are interviewed at the National Headquarters daily. Free advice is given; and 60 per cent. of those who approach the Association are provided with civil employment suited to their physical condition.

BANKS.

BANK OF CANTON, LIMITED.

HEAD OFFICE, HONGKONG

FOREIGN EXCHANGE and General Banking Business Transacted.

INTEREST ON FIXED DEPOSITS:

For 3 Months 3% per annum.

For 6 Months 4% per annum.

For 12 Months 4 1/2% per annum.

LOOK POON SHAN, Chief Manager.

BANQUE INDUSTRIELLE DE CHINE.

Subscribed Capital ... France 45,000,000. Paid up ... 22,500,000. (1/4 of the Capital, i.e. France 15,000,000 subscribed by the Government of the Chinese Republic.)

Chairman of the Board of Directors: André Berthelot. General Manager: A. J. Fernette.

HEAD OFFICE:

74, Rue Saint Lazare, PARIS.

BRANCHES:

PEKING

SHANGHAI

HONGKONG

SAIGON

HAIKONG

YUNNANFOU

In FRANCE, Société Générale pour favoriser le développement du Commerce et de l'industrie en France.

LONDON, London County & Westminster Bank, Ltd.

NEW YORK, Redmond & Co.

Correspondents in the chief commercial centres of the world.

Telegraphic Address: CHIBANKIND.

Interest on Current Accounts and Fixed Deposits in Local Currency and in Gold. Terms on application.

Every description of Banking and Exchange business transacted.

Special facilities for French exchange.

M. ROUET DE JOURNEL, Manager.

HONGKONG BRANCH.

Queen's Building.

5, Charter Road. Tel. 2440.

NOTICES.

NOTICE.

PEAK TRAMWAY CO. LIMITED.

TIME TABLE.

TO	FROM	EVERY 15 MIN.
10.00 A.M.	10.00 A.M.	10.00 A.M.
10.15 A.M.	10.15 A.M.	10.15 A.M.
10.30 A.M.	10.30 A.M.	10.30 A.M.
10.45 A.M.	10.45 A.M.	10.45 A.M.
11.00 A.M.	11.00 A.M.	11.00 A.M.
11.15 A.M.	11.15 A.M.	11.15 A.M.
11.30 A.M.	11.30 A.M.	11.30 A.M.
11.45 A.M.	11.45 A.M.	11.45 A.M.
12.00 P.M.	12.00 P.M.	12.00 P.M.
12.15 P.M.	12.15 P.M.	12.15 P.M.
12.30 P.M.	12.30 P.M.	12.30 P.M.
12.45 P.M.	12.45 P.M.	12.45 P.M.
1.00 P.M.	1.00 P.M.	1.00 P.M.
1.15 P.M.	1.15 P.M.	1.15 P.M.
1.30 P.M.	1.30 P.M.	1.30 P.M.
1.45 P.M.	1.45 P.M.	1.45 P.M.
2.00 P.M.	2.00 P.M.	2.00 P.M.
2.15 P.M.	2.15 P.M.	2.15 P.M.
2.30 P.M.	2.30 P.M.	2.30 P.M.
2.45 P.M.	2.45 P.M.	2.45 P.M.
3.00 P.M.	3.00 P.M.	3.00 P.M.
3.15 P.M.	3.15 P.M.	3.15 P.M.
3.30 P.M.	3.30 P.M.	3.30 P.M.
3.45 P.M.	3.45 P.M.	3.45 P.M.
4.00 P.M.	4.00 P.M.	4.00 P.M.
4.15 P.M.	4.15 P.M.	4.15 P.M.
4.30 P.M.	4.30 P.M.	4.30 P.M.
4.45 P.M.	4.45 P.M.	4.45 P.M.
5.00 P.M.	5.00 P.M.	5.00 P.M.
5.15 P.M.	5.15 P.M.	5.15 P.M.
5.30 P.M.	5.30 P.M.	5.30 P.M.
5.45 P.M.	5.45 P.M.	5.45 P.M.
6.00 P.M.	6.00 P.M.	6.00 P.M.
6.15 P.M.	6.15 P.M.	6.15 P.M.
6.30 P.M.	6.30 P.M.	6.30 P.M.
6.45 P.M.	6.45 P.M.	6.45 P.M.
7.00 P.M.	7.00 P.M.	7.00 P.M.
7.15 P.M.	7.15 P.M.	7.15 P.M.
7.30 P.M.	7.30 P.M.	7.30 P.M.
7.45 P.M.	7.45 P.M.	7.45 P.M.
8.00 P.M.	8.00 P.M.	8.00 P.M.
8.15 P.M.	8.15 P.M.	8.15 P.M.
8.30 P.M.	8.30 P.M.	8.30 P.M.
8.45 P.M.	8.45 P.M.	8.45 P.M.
9.00 P.M.	9.00 P.M.	9.00 P.M.
9.15 P.M.	9.15 P.M.	9.15 P.M.
9.30 P.M.	9.30 P.M.	9.30 P.M.
9.45 P.M.	9.45 P.M.	9.45 P.M.
10.00 P.M.	10.00 P.M.	10.00 P.M.
10.15 P.M.	10.15 P.M.	10.15 P.M.
10.30 P.M.	10.30 P.M.	10.30 P.M.
10.45 P.M.	10.45 P.M.	10.45 P.M.
11.00 P.M.	11.00 P.M.	11.00 P.M.
11.15 P.M.	11.15 P.M.	11.15 P.M.
11.30 P.M.	11.30 P.M.	11.30 P.M.
11.45 P.M.	11.45 P.M.	11.45 P.M.
12.00 A.M.	12.00 A.M.	12.00 A.M.

SUNDAY:

10.00 A.M. to 12.00 P.M. EVERY 15 MIN.

12.00 P.M. to 1.00 P.M. EVERY 15 MIN.

1.00 P.M. to 2.00 P.M. EVERY 15 MIN.

2.00 P.M. to 3.00 P.M. EVERY 15 MIN.

3.00 P.M. to 4.00 P.M. EVERY 15 MIN.

4.00 P.M. to 5.00 P.M. EVERY 15 MIN.

5.00 P.M. to 6.00 P.M. EVERY 15 MIN.

6.00 P.M. to 7.00 P.M. EVERY 15 MIN.

7.00 P.M. to 8.00 P.M. EVERY 15 MIN.

8.00 P.M. to 9.00 P.M. EVERY 15 MIN.

9.00 P.M. to 10.00 P.M. EVERY 15 MIN.

10.00 P.M. to 11.00 P.M. EVERY 15 MIN.

11.00 P.M. to 12.00 A.M. EVERY 15 MIN.

12.00 A.M. to 1.00 A.M. EVERY 15 MIN.

1.00 A.M. to 2.00 A.M. EVERY 15 MIN.

2.00 A.M. to 3.00 A.M. EVERY 15 MIN.

3.00 A.M. to 4.00 A.M. EVERY 15 MIN.

4.00 A.M. to 5.00 A.M. EVERY 15 MIN.

5.00 A.M. to 6.00 A.M. EVERY 15 MIN.

6.00 A.M. to 7.00 A.M. EVERY 15 MIN.

7.00 A.M. to 8.00 A.M. EVERY 15 MIN.

8.00 A.M. to 9.00 A.M. EVERY 15 MIN.

9.00 A.M. to 10.00 A.M. EVERY 15 MIN.

10.00 A.M. to 11.00 A.M. EVERY 15 MIN.

11.00 A.M. to 12.00 P.M. EVERY 15 MIN.

12.00 P.M. to 1.00 P.M. EVERY 15 MIN.

1.00 P.M. to 2.00 P.M. EVERY 15 MIN.

2.00 P.M. to 3.00 P.M. EVERY 15 MIN.

3.00 P.M. to 4.00 P.M. EVERY 15 MIN.

4.00 P.M. to 5.00 P.M. EVERY 15 MIN.

5.00 P.M. to 6.00 P.M. EVERY 15 MIN.

6.00 P.M. to 7.00 P.M. EVERY 15 MIN.

7.00 P.M. to 8.00 P.M. EVERY 15 MIN.

8.00 P.M. to 9.00 P.M. EVERY 15 MIN.

9.00 P.M. to 10.00 P.M. EVERY 15 MIN.

10.00 P.M. to 11.00 P.M. EVERY 15 MIN.

11.00 P.M. to 12.00 A.M. EVERY 15 MIN.

12.00 A.M. to 1.00 A.M. EVERY 15 MIN.

1.00 A.M. to 2.00 A.M. EVERY 15 MIN.

2.00 A.M. to 3.00 A.M. EVERY 15 MIN.

3.00 A.M. to 4.00 A.M. EVERY 15 MIN.

4.00 A.M. to 5.00 A.M. EVERY 15 MIN.

5.00 A.M. to 6.00 A.M. EVERY 15 MIN.

6.00 A.M. to 7.00 A.M. EVERY 15 MIN.

7.00 A.M. to 8.00 A.M. EVERY 15 MIN.

8.00 A.M. to 9.00 A.M. EVERY 15 MIN.

9.00 A.M. to 10.00 A.M. EVERY 15 MIN.

10.00 A.M. to 11.00 A.M. EVERY 15 MIN.

11.00 A.M. to 12.00 P.M. EVERY 15 MIN.

12.

